



# Encyclopaedic Chronicle

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Brooks

Construction Registry

February 11, 2021



# ***FULLER'S***

## *Encyclopaedic Chronicle*

*Brooks*

Locomotive Construction Registry

February 11, 2021

*Researched, compiled, edited and published by*

David P. Fuller

525 Madison Avenue

Lodi, Wisc. 53555

email: [steamnfuller@yahoo.com](mailto:steamnfuller@yahoo.com)

*by the grace of Almighty God*

*All updates and corrections to information should be forwarded to the above address.*

## **Brooks Locomotive Works** build list

Last edit February 11, 2021

17 July 1870 4-4-0 6' gauge 17x22-60"

Erie Railway #56

April 1878 to New York, Lake Erie & Western #56

by 1880 off roster

AAT

18 July 1870 4-4-0 6' gauge 17x22-60"

Erie Railway #394

April 1878 to New York, Lake Erie & Western #394

by 1882 off roster

AAT

19 August 1870 4-4-0 6' gauge 17x22-60"

Erie Railway #395

April 1878 to New York, Lake Erie & Western #395

by 1882 off roster

AAT

20 August 1870 4-4-0 6' gauge 17x22-60"

Erie Railway #396

April 1878 to New York, Lake Erie & Western #396

by 1882 off roster

AAT

21 August 1870 4-4-0 6' gauge 17x22-60"

Erie Railway #429

April 1878 to New York, Lake Erie & Western #429

by 1889 off roster

AAT

22 September 1870 4-4-0 6' gauge 17x22-60"

Erie Railway #430

April 1878 to New York, Lake Erie & Western Railway #430

by 1889 off roster

AAT

23 September 1870 4-4-0 6' gauge 17x22-60"

Erie Railway #431

April 1878 to New York, Lake Erie & Western #431

by 1889 off roster

AAT

24 September 1870 4-4-0 6' gauge 18x22-66"

Erie Railway #223

April 1878 to New York, Lake Erie & Western #223

by 1881 off roster

AAT

25 October 1870 4-4-0 6' gauge 18x22-66"

Erie Railway #221

April 1878 to New York, Lake Erie & Western #221

by 1881 off roster

AAT

26 October 1870 4-4-0 6' gauge 17x22-60"

Erie Railroad #432

April 1878 to New York, Lake Erie & Western #432

by 1880 off roster

AAT

27 October 1870 4-4-0 6' gauge 18x22-60"

Erie Railway #433

April 1878 to New York, Lake Erie & Western #433

by 1889 off roster

AAT

28 November 1870 4-4-0 6' gauge 18x22-60"

Erie Railway #434

1878 to New York, Lake Erie & Western #434

by 1889 off roster

AAT

29 November 1870 4-4-0 6' gauge 18x22-60"

Erie Railway #435

1878 to New York, Lake Erie & Western Railway #435

by 1890 off roster

AAT

30 November 1870 4-4-0 6' gauge 18x22-60"

Erie Railway #436

1878 to New York, Lake Erie & Western #436

by 1890 off roster

AAT

31 December 1870 4-4-0 6' gauge 18x22-60"

Erie Railway #437

1878 to New York, Lake Erie & Western #437

by 1890 off roster

AAT

32 December 1870 4-4-0 6' gauge 18x22-60"

Erie Railway #438

1878 to New York, Lake Erie & Western #438

by 1890 off roster

AAT

98 1872 4-4-0

CCC&I #397

January 1889 rebuilt by CCC&I

17x24-63"

1889 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)

#397 (2<sup>nd</sup>)

to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)

#358 (5<sup>th</sup>)

1901 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)

#260 (5<sup>th</sup>)

1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)

C-63a #7043 (1<sup>st</sup>)

June 1919 scrapped

BAX

100 March 1872 4-4-0 16x24-60"

Cleveland, Columbus, Cincinnati & Indianapolis #157

1882 to #399

1889 sold to Cleveland, Cincinnati, Chicago & Saint Louis #399

1891 scrapped

AAT

101 1872 4-4-0

December 1896 rebuilt

17x24-63"

#370

1904 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)

#134 (5<sup>th</sup>)

1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)

C-63g #7063 (1<sup>st</sup>)

January 1915 scrapped

BAX

103 April 1872 4-4-0 16x24-60

Cleveland, Columbus, Cincinnati & Indianapolis #51

00/1882 to #372

00/1889 sold to Cleveland, Cincinnati, Chicago & Saint Louis #372

by 1893 off roster

AAT

104 April 1872 4-4-0 16x24-60

Cleveland, Columbus, Cincinnati & Indianapolis #52

00/1882 to #373

00/1889 sold to Cleveland, Cincinnati, Chicago & Saint Louis #373

by March 1904 off roster

AAT

105 April 1872 4-4-0 16x24-62

Lake Shore & Tuscarawas Valley #1

February 1875 sold to Cleveland, Tuscarawas Valley & Wheeling #1

March 1883 sold to Cleveland, Lorain & Wheeling #1

by 1902 off roster

AAT

106 January 1872 4-4-0 16x24-62

Milwaukee & Northern #4 (1<sup>st</sup>) "Holstein"

00/1873 leased to Wisconsin Central #19 (1<sup>st</sup>)

August 1882 to Milwaukee & Northern #19 (returned from lease)

July 1893 sold to Chicago, Milwaukee & Saint Paul #919

00/1889 to Chicago, Milwaukee & Saint Paul #1294

00/1910 to Chicago, Milwaukee & Saint Paul #1457

00/1913 to Chicago, Milwaukee & Saint Paul #150 (2<sup>nd</sup>)

H-3 class

June 1918 scrapped

AAT, CMK, RA29, WCZ

107 April 1872 4-4-0 16x24-62  
Lake Shore & Tuscarawas Valley #2  
February 1875 sold to Cleveland, Tuscarawas Valley & Wheeling #2  
March 1883 sold to Cleveland, Lorain & Wheeling #2  
00/1902 sold to Baltimore & Ohio #86 (2<sup>nd</sup>) F-4 class  
by 1907 off roster  
AAT

108 May 1872 4-4-0 16x24-62  
Lake Shore & Tuscarawas Valley #3  
February 1875 sold to Cleveland, Tuscarawas Valley & Wheeling #3  
March 1883 sold to Cleveland, Lorain & Wheeling #3  
by 1902 off roster  
AAT

109 00/1872 4-4-0 16x24  
Chamberlain & Mathers Company -for-  
Saint Louis, Mount Carmel & New Albany #1  
October 1881 sold to Louisville, Evansville & Saint Louis  
AAT

110 00/1872 4-4-0 16x24  
Warren & Venango #1  
December 1872 sold to Dunkirk, Allegheny Valley & Pittsburgh #6 (1<sup>st</sup>)  
AAT

111 00/1872 4-4-0 16x24  
Warren & Venango #2  
December 1872 sold to Dunkirk, Allegheny Valley & Pittsburgh #7 (1<sup>st</sup>)  
AAT

112 May 1872 4-4-0 16x24  
Lake Shore & Tuscarawas Valley #4  
February 1875 sold to Cleveland, Tuscarawas Valley & Wheeling #4  
March 1883 sold to Cleveland, Lorain & Wheeling #4  
00/1902 sold to Baltimore & Ohio F-4 #87 (4<sup>th</sup>)  
00/1907 off roster  
AAT

113 May 1872 4-4-0 16x24  
Lake Shore & Tuscarawas Valley #5  
February 1875 sold to Cleveland, Tuscarawas Valley & Wheeling #5  
March 1883 sold to Cleveland, Lorain & Wheeling #5  
00/1902 sold to Baltimore & Ohio F-4 #88 (2<sup>nd</sup>)  
by 1907 off roster  
AAT

114 June 1872 4-4-0 16x24-60  
Lake Shore & Michigan Southern #356 "Tallulula"  
rebuilt with 62" drivers  
00/1895 scrapped  
AAT

115 June 1872 4-4-0 16x24-62  
Cleveland, Columbus, Cincinnati & Indianapolis #55  
00/1882 to #375  
00/1889 sold to Cleveland, Cincinnati, Chicago & Saint Louis #375  
October 1895 rebuilt at Brightwood Shop  
17x24-63"  
1903 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)  
#133 (3<sup>rd</sup>)  
1905 sold to New York Central (Cleveland, Cincinnati, Chicago & Saint  
Louis) C-63g #7062 (1<sup>st</sup>)  
September 1917 scrapped  
AAT, BAX

116 June 1872 4-4-0 16x24  
Lake Shore & Tuscarawas Valley #6  
February 1875 sold to Cleveland, Tuscarawas Valley & Wheeling #6  
March 1883 sold to Cleveland, Lorain & Wheeling #6  
00/1902 sold to Baltimore & Ohio F-4 #89 (4<sup>th</sup>)  
by 1917 off roster  
AAT

117 June 1872 4-4-0 16x24-62  
 Cleveland, Columbus, Cincinnati & Indianapolis #56  
 00/1882 to #376  
 00/1889 sold to Cleveland, Cincinnati, Chicago & Saint Louis #376  
 December 1895 rebuilt at Delaware Shop  
 17x24-63"  
 00/1903 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #135 (5<sup>th</sup>)  
 1905 sold to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) C-63g #7064 (1<sup>st</sup>)  
 February 1915 scrapped  
 AAT, BAX

118 June 1872 4-4-0 16x24-60  
 Cleveland, Columbus, Cincinnati & Indianapolis #57  
 00/1882 to #377  
 June 1885 sold to Los Angeles & San Gabriel Valley #2  
 May 1887 sold to California Central #5  
 November 1889 sold to Southern California #1  
 by 1906 off roster  
 AAT

119 June 1872 4-4-0 16x24-60  
 Cleveland, Columbus, Cincinnati & Indianapolis #58  
 00/1882 #378  
 00/1889 sold to Cleveland, Cincinnati, Chicago & Saint Louis #378  
 00/1903 to #165  
 September 1895 rebuilt  
 00/1905 sold to New York Central Cx #7005  
 April 1917 scrapped  
 AAT

120 June 1872 4-4-0 16x24-60  
 Cleveland, Columbus, Cincinnati & Indianapolis #59  
 00/1882 to #379  
 December 1888 rebuilt  
 17x24-63"  
 00/1889 sold to Cleveland, Cincinnati, Chicago & Saint Louis #379  
 00/1903 to Cleveland, Cincinnati, Chicago & Saint Louis #166  
 1905 sold to New York Central C-63 #7042 (1<sup>st</sup>)  
 January 1921 scrapped  
 AAT, BAX

121 July 1872 4-4-0 16x24  
 Lake Shore & Tuscarawas Valley #7  
 February 1875 sold to Cleveland, Tuscarawas Valley & Wheeling #7  
 March 1883 sold to Cleveland, Lorain & Wheeling #7  
 00/1902 sold to Baltimore & Ohio F-4 #90 (2<sup>nd</sup>)  
 by 1917 off roster  
 AAT

167 June 1873 2-6-0 3' gauge 11x16-38"  
 Salt Lake, Sevier Valley & Pioche #2 "Kate Connor"  
 1874 sold to Eureka & Palisade #1 "Eureka"  
 January 1880 sold to Nevada Central Railway #1 (2<sup>nd</sup>) "Battle Mountain"  
 November 1880 sold to Utah Eastern #1  
 1883 sold to Echo & Park City #1  
 AAT

168 April 1873 4-4-0 16x24-60  
 United States Rolling Stock Company #338 -for-  
 Atlantic & Great Western #195  
 March 1880 sold to New York, Pennsylvania & Ohio #195  
 1889 to New York, Pennsylvania & Ohio #196  
 1895 sold to Erie Railroad D-4 #158  
 March 1897 sold to Jamestown & Erie #6  
 AAT

169 1873 4-4-0 16x24-60"  
 United States Rolling Stock Company #339 -for-  
 Mobile & Alabama Grand Trunk #2  
 January 1886 sold to Mobile & Birmingham #2  
 March 1899 sold to Southern Railway #1205  
 March 1903 condemned  
 AAT

170 1873 4-4-0 16x24-60"  
 United States Rolling Stock Company #340  
 AAT

171 1873 4-4-0 16x24-62”

Cincinnati & Springfield #1

1873 sold to Cleveland, Columbus, Cincinnati & Indianapolis #1

1882 to Cleveland, Columbus, Cincinnati & Indianapolis #201

1887 to Cleveland, Columbus, Cincinnati & Indianapolis #164

1887 to Cleveland, Columbus, Cincinnati & Indianapolis #121

1889 sold to Cleveland, Cincinnati, Chicago & Saint Louis #121

by 1905 off roster

AAT

172 March 1873 4-4-0 16x24-60”

United States Rolling Stock Company #341 -for-

? #288

16x24-63”

1880 sold to Saint Louis, Iron Mountain & Southern #288

1882 to Saint Louis, Iron Mountain & Southern #488

by 1917 off roster

AAT

173 April 1873 4-4-0 16x24-60”

United States Rolling Stock Company #342

16x24-63”

1880 sold to Saint Louis, Iron Mountain & Southern #289

1882 to Saint Louis, Iron Mountain & Southern #489

by 1917 off roster

AAT

174 April 1873 4-4-0 16x24-60”

United States Rolling Stock Company #343

16x24-63”

1880 sold to Saint Louis, Iron Mountain & Southern #290

1882 to Saint Louis, Iron Mountain & Southern #490

1917 sold to Missouri Pacific E-63 #8834

AAT

175 April 1873 4-4-0 16x24-60”

United States Rolling Stock Company #344 -for-

?

1880 sold to Saint Louis, Iron Mountain & Southern #291

1882 to Saint Louis, Iron Mountain & Southern #491

by 1917 off roster

AAT

176 April 1873 4-4-0 16x24-60”

United States Rolling Stock Company #345 -for-

?

1880 sold to Saint Louis, Iron Mountain & Southern #292

1882 to Saint Louis, Iron Mountain & Southern #492

by 1917 off roster

AAT

177 1873 4-4-0 16x24-60”

South Side Railroad “Islip”

May 1876 sold to Long Island Rail Road “Islip”

1887 to Long Island Rail Road #14

by 1902 sold to Springfield & Southern #17

AAT

178 1873 4-4-0 16x24-60”

South Side Railroad “Patchogue”

May 1876 sold to Long Island Rail Road “Patchogue”

1887 to Long Island Rail Road #15 (1<sup>st</sup>)

1898 to Long Island Rail Road #10 (1<sup>st</sup>)

by 1902 sold to Springfield & Southern #16

AAT

179 1873 4-4-0 16x24

Buffalo, New York & Philadelphia #14

June 1885 rebuilt at Rome shop

September 1887 sold to Western New York & Pennsylvania #14

1890 to #94

to #5

1901 sold

AAT

180 May 1873 4-4-0 16x24”

Lake Shore & Tuscarawas Valley #9

February 1875 sold to Cleveland, Tuscarawas Valley & Wheeling #9

March 1883 sold to Cleveland, Lorain & Wheeling #9

1902 sold to Baltimore & Ohio F-4 #92 (2<sup>nd</sup>)

by 1917 off roster

AAT

181 1873 4-4-0 16x24”  
 Buffalo, New York & Philadelphia #15  
 September 1887 sold to Western New York & Pennsylvania #15  
 1887 rebuilt  
 October 1903 sold to Southern Iron & Equipment #139  
 1904 sold to #497  
 AAT

182 1873 4-4-0 16x24-60”  
 United States Rolling Stock Company #346  
 to Alabama Midland  
 AAT

183 1873 4-4-0 16x24-60”  
 United States Rolling Stock Company #347  
 to Atlantic & Great Western #18  
 March 1880 sold to New York, Pennsylvania & Ohio #18  
 1889 to New York, Pennsylvania & Ohio #94  
 1891 retired from service  
 AAT

184 1873 4-4-0 16x24-60”  
 United States Rolling Stock Company #348  
 1893 sold to Alabama Midland  
 July 1901 sold to Savannah, Florida & Western  
 AAT

185 May 1873 4-4-0 16x24-60”  
 New York, Boston & Montreal #1  
 1876 sold to Bennington & Rutland (Harlem Extension) #10 “C. E. Houghton”  
 1888 sold to New York, Lake Erie & Western #496  
 1889 to New York, Lake Erie & Western #199  
 1895 to Erie Railroad #40  
 1897 to Erie Railroad #373  
 April 1897 rebuilt by Baldwin (c/n 15295)  
 Erie Railroad D-6 #373  
 October 1911 to New York, Susquehanna & Western #18  
 AAT

186 April 1873 4-4-0 16x24-62”  
 Geneva & Ithaca #1 “Geneva”  
 May 1874 sold to Geneva, Ithaca & Athens  
 October 1876 to Geneva, Ithaca & Sayre #7  
 1889 sold to Lehigh Valley #530  
 AAT

187 June 1873 4-4-0 16x24-62”  
 Geneva & Ithaca #2 “C. M. Titus”  
 May 1874 sold to Geneva, Ithaca & Athens  
 October 1876 to Geneva, Ithaca & Sayre #8  
 1889 sold to Lehigh Valley #531  
 AAT

188 June 1873 4-4-0 16x24-60”  
 New York, Boston & Montreal #2  
 1876 sold to Dutchess & Columbia #2  
 September 1888 sold to Newburgh, Dutchess & Connecticut #5  
 1888 rebuilt  
 62” drivers  
 September 1905 sold to Central New England #214  
 September 1909 or 1907 retired from service  
 AAT

189 June 1873 4-4-0 16x24-60”  
 New York, Boston & Montreal #3  
 1874 sold to Harlem Extension #11 “M. S. Colburn”  
 September 1877 sol to Bennington & Rutland #11 (2<sup>nd</sup>)  
 “M. S. Colburn” (1<sup>st</sup>)  
 1882 to Bennington & Rutland #7 (2<sup>nd</sup>)  
 May 1882 rebuilt at Taunton  
 to Bennington & Rutland #7 (2<sup>nd</sup>) “H. W. Stafford”  
 AAT

190 June 1873 4-4-0 14x24-60”  
 New York, Boston & Montreal #4  
 1874 sold to Dutchess & Columbia #4  
 September 1888 sold to Newburgh, Dutchess & Connecticut #7  
 November 1893 burned in fire  
 1895 rebuilt by Schenectady  
 September 1905 to Central New England #216  
 September 1909 retired from service  
 AAT



191 June 1873 4-4-0 16x24-62”

New York, Boston & Montreal #5  
1874 sold to Dutchess & Columbia #5  
September 1875 sold to Harlem Extension #5  
March 1878 to New York City & Northern #5  
December 1879 leased to Freehold & New York #5  
returned to New York City & Northern #5  
1891 leased to Marietta & North Georgia #5  
sold to Newburgh, Dutchess & Connecticut #6  
September 1905 sold to Central New England #215  
February 1913 scrapped  
AAT

192 August 1873 4-4-0 17x24-61”

New Jersey Southern #26 “Jay Gould”  
August 1883 rebuilt  
17x24-61”  
February 1889 sold to Central Railroad of New Jersey #519  
1903 to Central Railroad of New Jersey #788 (1<sup>st</sup>)  
March 1905 retired from service  
AAT

193 July 1873 4-4-0 16x24-62”

New York, Boston & Montreal #6  
1874 sold to Dutchess & Columbia #6  
February 1877 leased  
September 1888 sold to Newburgh, Dutchess & Connecticut #6  
“Manchester”  
1883 rebuilt  
November 1888 rebuilt  
September 1905 sold to Central New England #215  
December 1912 retired from service  
February 1913 scrapped  
AAT

194 July 1873 4-4-0 16x24-62”

New York, Boston & Montreal #7  
1874 sold to Dutchess & Columbia #7  
August 1877 leased to Freehold & New York #7  
AAT

195 July 1873 4-4-0 16x24-62”

New York, Boston & Montreal #8  
1876 sold to Erie Railway #496  
April 1878 to New York, Lake Erie & Western #496  
1889 to New York, Lake Erie & Western #199  
1895 to Erie Railroad #40  
1897 to Erie Railroad D-odd #373  
April 1897 rebuilt  
Erie Railroad D-7 #373  
October 1911 to New York, Susquehanna & Western #18  
AAT

196 July 1873 4-4-0 16x24-62”

New York, Boston & Montreal #9  
1876 sold to New York, Lake Erie & Western #497  
by June 1889 off roster  
AAT

197 August 1873 4-4-0 16x24-62”

New York, Boston & Montreal #10  
1876 sold to New York, Lake Erie & Western #498  
by June 1889 off roster  
AAT

198 August 1873 4-4-0 14x20

Lake Shore & Tuscarawas Valley #10  
February 1875 sold to Cleveland, Tuscarawas Valley & Wheeling #10  
March 1883 sold to Cleveland, Lorain & Wheeling #10  
by 1895 off roster  
AAT

199 August 1873 4-4-0 14x20”

Lake Shore & Tuscarawas Valley #11  
February 1875 sold to Cleveland, Tuscarawas Valley & Wheeling #11  
March 1883 sold to Cleveland, Lorain & Wheeling #11  
by 1895 off roster  
AAT

200 1873 4-4-0 15x22-60"  
 Flushing & North Side #12 "Hempstead"  
 1887 sold to Long Island #12 "Babylon"  
 1898 to Long Island Rail Road #3 (1<sup>st</sup>)  
 rebuilt  
 4-4-0T  
 by 1902 off roster  
 AAT

201 September 1873 4-4-0 15x22-62"  
 New Jersey Southern #27 "New York"  
 February 1889 sold to Central Railroad of New Jersey #508  
 October 1900 scrapped  
 AAT

202 August 1873 (AAT says September) 4-4-0 15x22-62"  
 New Jersey Southern #28 "Baltimore"  
 February 1889 sold to Central Railroad of New Jersey #509  
 November 1902 sold to E. H. Wilson (dealer)  
 AAT

203 August 1873 4-4-0 16x24-60"  
 Milwaukee & Northern #9 (1<sup>st</sup>) "DePere"  
 1873 leased to Wisconsin Central #24 (1<sup>st</sup>)  
 August 1882 to Milwaukee & Northern #24  
 July 1893 sold to Chicago, Milwaukee & Saint Paul #924  
 1899 to Chicago, Milwaukee & Saint Paul H-3 #1299  
 by 1910 off roster  
 AAT, WCA, WCZ

204 1873 4-4-0 16x24-62"  
 Milwaukee & Northern #10  
 1880 sold to Chicago, Milwaukee & Saint Paul H-3 #910  
 Chicago, Milwaukee & Saint Paul #318  
 1890 to Chicago, Milwaukee & Saint Paul #108 (2<sup>nd</sup>)  
 1898 to Chicago, Milwaukee & Saint Paul #267  
 AAT, CMK

205 September 1873 4-4-0 16x24-61"  
 Lake Shore & Tuscarawas Valley #12  
 February 1875 sold to Cleveland, Tuscarawas Valley & Wheeling #12  
 March 1883 sold to Cleveland, Lorain & Wheeling #12  
 1895 to Cleveland, Lorain & Wheeling #10  
 AAT

206 September 1873 4-4-0 16x24-62"  
 Rochester & State Line #1 "Rochester"  
 February 1881 sold to Rochester & Pittsburgh #1 "Rochester"  
 October 1882 sold to Buffalo, Rochester & Pittsburgh B #1 (1<sup>st</sup>)  
 "Rochester"  
 1891 scrapped  
 AAT

209 October 1873 0-6-0T 6' gauge 15x22-41"  
 Erie Railway #43  
 1877 to New York, Lake Erie & Western #415  
 1889 to New York, Lake Erie & Western #3  
 1895 to Erie Railroad B-odd #530  
 September 1900 scrapped  
 AAT

210 October 1873 0-6-0T 6' gauge 15x22-41"  
 Erie Railway #66  
 to Erie Railway #502  
 April 1878 to New York, Lake Erie & Western #417  
 1880 rebuilt  
 16x22-41"  
 1889 to New York, Lake Erie & Western #5  
 1895 to Erie Railroad #531  
 by 1901 to Erie Railroad #541  
 by 1902 to Erie Railroad #109  
 by 1912 to Erie Railroad B-odd #562  
 April 1919 scrapped  
 AAT

228 January 1875 0-4-2T 16x22-48"  
 McKean & Buffalo #2 "W. H. Glenny"  
 1876 sold to Erie Railroad #214 (2<sup>nd</sup>)  
 1880 to Erie #432  
 June 1882 rebuilt  
 1889 to Erie #10  
 1895 to Erie #37  
 August 1901 sold to Smith Kirby Company  
 AAT

229 April 1875 2-6-0 17x24-48"

McKean & Buffalo #3

1886 sold to Buffalo, New York & Philadelphia #105 (2<sup>nd</sup>)

September 1887 sold to Western New York & Pennsylvania #105  
to Western New York & Pennsylvania #67 (2<sup>nd</sup>)

1900 retired from service

1901 sold

AAT

230 May 1875 2-6-0 3' gauge 11x16-37.7"

Bath & Hammondsport #2 "Jonathon Robie"

by 1890 off roster

AAT

231 May 1875 4-4-0 17x24-61"

Buffalo, New York & Philadelphia #21

1887 rebuilt at Rome

16x24-63"

September 1887 sold to Western New York & Pennsylvania #21

1891 to Western New York & Pennsylvania #21

1900 retired from service

1903 to Pennsylvania Railroad #6221

1906 to Pennsylvania Railroad #6422

1906 sold to Southern Iron & Equipment

AAT

232 April 1875 4-4-0 15x24-60"

Port Dover & Lake Huron #1; Canada

May 1880 sold to Grand Trunk Railway #501

1885 to Grand Trunk Railway #136

1898 to Grand Trunk Railway #38

1902 to Grand Trunk Railway #125

rebuilt 16x24-60"

November 1903 scrapped

AAT

233 August 1875 4-4-0 16x24-60"

Port Dover & Lake Huron #2; Canada

May 1880 sold to Grand Trunk Railway #502

1885 to Grand Trunk Railway #137

1898 to Grand Trunk Railway #39

1902 to Grand Trunk Railway #128

1904 to Grand Trunk Railway N-1 #164

May 1907 sold to Int. Railway of New Brunswick #3

AAT

234 November 1875 4-4-0 15x22-60"

Illinois Central Railroad #200

July 1890 to Illinois Central Railroad #1302 (1<sup>st</sup>)

by 1896 retired from service

1898 scrapped

AAT, ICR

235 November 1875 4-4-0 17x24-59.7"

Illinois Central Railroad #198

1890 to Illinois Central Railroad #1150 (1<sup>st</sup>)

to Illinois Central Railroad #2150

June 1915 retired from service

AAT

236 November 1875 4-4-0 17x24-59.7"

Illinois Central Railroad #199

1890 to Illinois Central Railroad #1151 (1<sup>st</sup>)

to Illinois Central Railroad #2151

by 1919 retired from service

AAT

237 November 1875 4-4-0 16x24-60"

Illinois Central Railroad #201 (1<sup>st</sup>)

July 1890 to Illinois Central Railroad #1303 (1<sup>st</sup>)

1899 to Illinois Central Railroad #1325 (3<sup>rd</sup>)

August 1902 scrapped

AAT, ICR

238 November 1875 4-4-0 16x24-60"

Illinois Central Railroad #202 (1<sup>st</sup>)

July 1890 to Illinois Central Railroad #1304 (1<sup>st</sup>)

1899 retired from service

AAT, ICR

239 May 1875 0-4-0T 8x10-29.6" steam dummy  
New York Elevated #9 (2<sup>nd</sup>) "Spuyten Duyvel" (2<sup>nd</sup>)  
May 1879 leased to Manhattan Railway #9  
by April 1885 off roster  
AAT

240 July 1874 0-4-2T 16x22-48"  
Erie Railroad - for-  
Barclay Railroad & Coal Company #1 (2<sup>nd</sup>); "Towanda"  
September 1891 sold to Barclay Railroad #1 "Towanda"  
1902 sold to Central Pennsylvania Lumber Company #59; Jamison City,  
Pennsylvania  
1912 sold to Central Pennsylvania Lumber Company #59; Galeton,  
Pennsylvania  
1921-1925 scrapped  
AAT

241 October 1875 4-4-0 6' gauge 18x24-60"  
Erie Railway #10 (2<sup>nd</sup>)  
April 1878 to New York, Lake Erie & Western #10  
by 1886 off roster  
AAT

242 December 1875 0-4-0T 8x10-29.6" steam dummy  
New York Elevated #11 (2<sup>nd</sup>) "Fordham"  
May 1879 leased to Manhattan Railway #11 "Fordham"  
by April 1885 off roster  
AAT

243 October 1875 4-4-0 6' gauge 18x22-60"  
Erie Railway #14  
April 1878 sold to New York, Lake Erie & Western #14  
by 1886 off roster  
AAT

244 November 1875 4-4-0 6' gauge 18x22-60"  
Erie Railway #31  
April 1878 sold to New York, Lake Erie & Western #31  
by 1887 off roster  
AAT

245 November 1875 4-4-0 6' gauge 18x22-60"  
Erie Railway #32  
April 1878 sold to New York, Lake Erie & Western #32  
by 1887 off roster  
AAT

246 December 1875 4-4-0 6' gauge 18x22-60"  
Erie Railway #39  
April 1878 sold to New York, Lake Erie & Western #39  
by 1887 off roster  
AAT

247 December 1875 4-4-0 6' gauge 18x22-60"  
Erie Railway #41  
April 1878 to New York, Lake Erie & Western #41  
by 1887 off roster  
AAT

248 December 1875 4-4-0 6' gauge 18x22-60"  
Erie Railway #44  
April 1878 sold to New York, Lake Erie & Western #44  
by 1887 off roster  
AAT

249 December 1875 4-4-0 6' gauge 18x22-60"  
Erie Railway #45  
1877 sold to New York, Lake Erie & Western #45  
by 1888 off roster  
AAT

250 1876 2-6-0 3' gauge 11x16-35.8"  
Cincinnati & Western #1  
1891 sold to Cincinnati & Westwood #1  
AAT

251 January 1876 4-4-0 6' gauge 18x22-60"  
Erie Railway #54  
April 1878 sold to New York, Lake Erie & Western #53  
by 1880 off roster  
AAT

252 January 1876 4-4-0 6' gauge 18x22-60"  
Erie Railway #58  
April 1878 sold to New York, Lake Erie & Western #58  
by March 1880 off roster  
AAT

253 January 1876 4-4-0 6' gauge 18x22-60"

Erie Railway #59

April 1878 sold to New York, Lake Erie & Western #59  
by March 1880 off roster

AAT

254 February 1876 4-4-0 6' gauge 18x22-60"

Erie Railway #60

April 1878 sold to New York, Lake Erie & Western #60  
by 1880 off roster

AAT

255 February 1876 4-4-0 16x24-61"

Louisville, New Albany & Chicago #37 (1<sup>st</sup>)  
by 1882 off roster

AAT

256 February 1876 4-4-0 6' gauge 18x22-60"

Erie Railway #64

April 1878 sold to New York, Lake Erie & Western #64  
by 1880 off roster

AAT

271 May 1876 4-4-0

LaFayette, Muncie & Bloomington Railroad #2 "Muncie"  
to LaFayette, Bloomington & Mississippi Railroad #8  
RA29

273 May 1876 4-4-0

LaFayette, Muncie & Bloomington Railroad #3 "Frankfort"  
to LaFayette, Bloomington & Mississippi Railroad #9  
RA29

278 June 1876 4-4-0 16x24-60"

Lafayette, Muncie & Bloomington #7

to Lafayette, Muncie & Bloomington #13

April 1879 sold to Lafayette, Bloomington & Muncie #13

December 1879 sold to Lake Erie & Western P-7 #13

January 1902 scrapped

AAT

279 July 1876 4-4-0 16x24-60"

Chicago & Pacific #4

April 1880 sold to Chicago, Milwaukee & Saint Paul #335

1890 to Chicago, Milwaukee & Saint Paul #428

1899 to Chicago, Milwaukee & Saint Paul #1343

1913 to Chicago, Milwaukee & Saint Paul H-3 #103 (3<sup>rd</sup>)

July 1918 scrapped

AAT, CMK

280 July 1876 2-6-0 3' gauge 11x16-36"

Emlenton, Shippensville & Clarion #1

May 1880 sold to Bradford, Bordell & Kinzua #1 (1<sup>st</sup>)

1884 to Bradford, Bordell & Kinzua #2 (2<sup>nd</sup>)

January 1892 destroyed in fire

AAT

281 July 1876 4-4-0 16x24-60"

Lafayette, Muncie & Bloomington #8

to Lafayette, Muncie & Bloomington #14

April 1879 sold to Lafayette, Bloomington & Muncie #14

December 1879 sold to Lake Erie & Western P-7 #14

January 1903 sold

AAT

282 1876 2-6-0 3' gauge 11x16-35.6"

Cincinnati & Eastern #1

AAT

283 August 1876 4-4-0 16x24-60"

Chicago & Pacific #5

April 1880 sold to Chicago, Milwaukee & Saint Paul #336

1890 to Chicago, Milwaukee & Saint Paul #429

1899 to Chicago, Milwaukee & Saint Paul #1344

1913 to Chicago, Milwaukee & Saint Paul H-3 #104 (5<sup>th</sup>)

January 1918 scrapped

AAT, CMK

284 August 1876 2-6-0 3' gauge 11x16-36"

Emlenton, Shippensville & Clarion #2

March 1881 sold to Florida Southern #1 (1<sup>st</sup>)

June 1886 sold to Norfolk & Virginia Beach #6

AAT

285 November 1876 4-4-0 17x24-62”  
Rochester & State Line #4 “Thomas Leighton”  
February 1881 sold to Rochester & Pittsburgh #4 “Warsaw”  
1881 rebuilt by Brooks  
October 1885 sold to Buffalo, Rochester & Pittsburgh C #4 “Warsaw”  
1902 scrapped  
AAT

286 October 1876 4-4-0 16x24-60”  
Lafayette, Muncie & Bloomington Railroad #9 “Hoopston”  
to Lafayette, Muncie & Bloomington #15  
April 1879 sold to Lafayette, Bloomington & Muncie #15  
December 1879 sold to Lake Erie & Western P-7 #15  
January 1903 sold  
AAT, RA29

287 1876 2-6-0 3' gauge 11x16-35”  
Cincinnati & Eastern #2  
1891 sold to Wetherby & Hood  
AAT

288 November 1876 4-4-0 17x24-62”  
Rochester & State Line #3 “I. S. Waterman”  
February 1881 sold to Rochester & Pittsburgh #3 “Scottsville”  
1881 rebuilt by Brooks  
October 1885 sold to Buffalo, Rochester & Pittsburgh C #3 “Scottsville”  
1899 retired from service  
AAT

289 1876 2-6-0 3' gauge 11x16-36”  
Webster City & Crooked Creek #1 (also known as Crooked Creek Railway  
& Coal Company #1)  
by May 1916 railroad was converted to standard gauge  
AAT

290 1876 2-6-0 3' gauge 11x16-36”  
Mount Sterling Coal Road #2 (or #1)  
AAT

291 November 1876 4-4-0 16x24-60”  
Lafayette, Muncie & Bloomington #10  
to Lafayette, Muncie & Bloomington #16  
April 1879 sold to Lafayette, Bloomington & Muncie #16  
December 1879 sold to Lake Erie & Western P-7 #16  
May 1902 scrapped  
AAT

292 October 1876 2-6-0 3' gauge 11x16-36”  
Emlenton, Shippenville & Clarion #3  
March 1881 sold  
July 1881 to Florida Southern #3  
1886 sold to Norfolk & Virginia Beach #6  
AAT

293 October 1876 2-6-0 3' gauge 11x16-36”  
Emlenton, Shippenville & Clarion #4  
1881 sold to Pittsburgh, Bradford & Buffalo #4  
1882 to Pittsburgh, Bradford & Buffalo #24  
October 1883 sold to Pittsburgh & Western #24  
1888 to Pittsburgh & Western #14  
April 1890 sold to Pittsburgh & Northern #14  
1901 scrapped  
AAT

294 1876 2-6-0 3' gauge 11x16-35”  
Burlington & Northwestern #2  
AAT

295 December 1876 0-4-0T 8x10-29.6” steam dummy  
New York Elevated #16 (2<sup>nd</sup>) “Tarrytown”  
May 1879 leased to Manhattan Railway #16  
May 1886 rebuilt  
0-4-4T  
NYLW #132  
December 1895 rebuilt  
April 1903 sold to United Gas Improvement Company  
AAT

296 December 1876 0-4-0T 8x10-29.6" steam dummy  
 New York Elevated #17 "Williamsburg"  
 May 1879 leased to Manhattan Railway #17  
 May 1886 rebuilt  
 0-4-4T  
 NYLW #133  
 March 1906 sold to Rome Locomotive & Machine Works  
 1906 sold to Pebbledale Phosphate; Lakeland, Florida  
 AAT

297 1876 4-4-0 16x24-60"  
 Illinois Midland #34  
 July 1879 sold to United States Rolling Stock Company  
 July 1879 sold to Evansville & Terre Haute #24  
 1889 to Evansville & Terre Haute #72  
 1904 to Evansville & Terre Haute #472  
 July 1911 sold to Chicago & Eastern Illinois #100 (2<sup>nd</sup>)  
 July 22, 1911 condemned  
 May 1913 retired from service  
 AAT

298 October 1877 4-4-0 16x24-60"  
 Chicago, Milwaukee & Saint Paul #211  
 1899 to Chicago, Milwaukee & Saint Paul H-3 #1395  
 by 1912 off roster  
 AAT

299 October 1877 4-4-0 16x24-60"  
 Chicago, Milwaukee & Saint Paul #212  
 1899 to Chicago, Milwaukee & Saint Paul H-3 #1396  
 by 1912 off roster  
 AAT

300 December 1877 4-4-0 16x24-62"  
 Rochester & State Line #5 "Oliver Allen"  
 February 1881 sold to Rochester & Pittsburgh #5 "Mumford"  
 1881 rebuilt by Brooks  
 October 1885 sold to Buffalo, Rochester & Pittsburgh B #5 "Mumford"  
 1892 scrapped  
 AAT

301 October 1877 4-4-0 16x24-60"  
 Chicago, Milwaukee & Saint Paul #213  
 1899 to Chicago, Milwaukee & Saint Paul H-3 #1345  
 1913 scrapped  
 AAT

302 October 1877 4-4-0 16x24-60"  
 Chicago, Milwaukee & Saint Paul #214  
 1899 to Chicago, Milwaukee & Saint Paul H-3 #1346  
 1913 to Chicago, Milwaukee & Saint Paul H-3 #105 (3<sup>rd</sup>)  
 October 1917 scrapped  
 AAT, CMK

303 March 1877 0-4-0T 8x10-29.6" steam dummy  
 New York Elevated #18 "Brooklyn"  
 May 1879 leased to Manhattan Railway #18  
 May 1886 rebuilt  
 0-4-4T  
 NYLW #134  
 August 1904 sold to Henry Steers Incorporated  
 AAT

304 April 1877 0-4-0T 8x10-29.6" steam dummy  
 New York Elevated #19 "Staten Island"  
 May 1879 leased to Manhattan Railway #19  
 May 1886 rebuilt  
 0-4-4T  
 NYLW #135  
 April 1904 sold to Lyon Cypress Lumber Company  
 AAT

305 1877 4-4-0 3' gauge 12x16-59.7"  
 Cincinnati & Eastern #3 "Dick Thompson"  
 1887 sold to George W. Campbell & Son -for-  
 Kinzua Creek & Kane #3  
 sold to Georgia Pacific #304  
 1903 scrapped  
 AAT

306 June 1878 4-4-0 16x24-62"  
Rochester & State Line #7 "Henry A. Taylor"  
February 1881 sold to Rochester & Pittsburgh #7 "Lincoln Park"  
1881 rebuilt by Brooks  
October 1885 sold to Buffalo, Rochester & Pittsburgh #7 B "Lincoln Park"  
1892 scrapped  
AAT

307 June 1878 4-4-0 16x24-62"  
Rochester & State Line #6 "D. D. S. Brown"  
February 1881 sold to Rochester & Pittsburgh #6 "Silver Lake"  
1881 rebuilt by Brooks  
October 1885 sold to Buffalo, Rochester & Pittsburgh B #6 "Silver Lake"  
1892 scrapped  
AAT

308 July 1877 0-4-0T 8x10-29.6" steam dummy  
New York Elevated #20  
May 1879 leased to Manhattan Railway #20  
June 1886 rebuilt by New York Locomotive Works #136  
0-4-4T  
September 1903 to American China Development Company  
AAT

309 July 1877 0-4-0T 8x10-29.6" steam dummy  
New York Elevated #21  
May 1879 leased to Manhattan Railway #21  
June 1886 rebuilt by New York Locomotive Works #137  
0-4-4T  
sold to Hicks  
sold to Western Alaska Construction Company  
1906 sold to Council City & Solomon River #1  
AAT

325 April 1878 4-4-0 3' gauge 12x16-42"  
Olean, Bradford & Warren #6 "Florence"  
1880 to Olean, Bradford & Warren #11  
June 1882 sold to Coudersport & Port Allegheny #1  
May 1891 sold to Liberty Iron Company  
AAT

326 April 1878 2-6-0 3' gauge 12x18-36"  
Olean, Bradford & Warren #5 "Mountain Queen"  
1880 to Olean, Bradford & Warren #10  
January 1882 sold to Coudersport & Port Allegheny #3 (1<sup>st</sup>)  
1887 sold to Buffalo, New York & Philadelphia #120  
September 1887 sold to Western New York & Pennsylvania #120  
1889 to Western New York & Pennsylvania #210  
1899 sold to Bradford, Bordell & Kinzua #6 (2<sup>nd</sup>)  
July 1905 sold to Keating & Smithport #6  
1911 sold to Mount Jewett, Kinzua & Ritterville #6 (2<sup>nd</sup>)  
1913 scrapped  
AAT

327 May 1878 2-6-0 3' gauge 12x18-36"  
Kendall & Eldred #1  
sold to Olean, Bradford & Warren #8  
1884 sold to Buffalo, New York & Philadelphia #111  
February 1887 sold to New York Locomotive Works  
AAT

328 June 1878 2-6-0 3' gauge 12x18-36"  
Kendall & Eldred #2  
sold to Olean, Bradford & Warren #9  
1884 sold to Buffalo, New York & Philadelphia #112  
1887 sold to New York Locomotive Works  
1887 sold to Tunnelton, Kingwood & Fairchance #2  
January 1895 sold to West Virginia No. 2  
December 1895 off roster  
AAT

329 June 1878 2-6-0 3' gauge 12x18-36"  
Kendall & Eldred #3  
sold to Olean, Bradford & Warren #10  
1884 sold to Buffalo, New York & Philadelphia #113  
1887 sold to New York Locomotive Works  
AAT



330 November 1878 2-6-0 3' gauge 11x16-36"  
 Springfield, Jackson & Pomeroy #10  
 September 1879 sold to Dayton & Southeastern #7  
 March 1881 sold to Toledo, Delphos & Burlington #35  
 February 1882 sold to Toledo, Cincinnati & Saint Louis #35  
 June 1884 sold to Dayton & Ironton #35  
 1887 sold to Kingwood & Tunnelton #1  
 1888 sold to Tunnelton, Kingwood & Fairchance #1  
 January 1895 sold to West Virginia Northern #1  
 December 1895 railroad was rebuilt standard gauge  
 AAT

331 1878 2-6-0 3' gauge 12x18-36"  
 Cincinnati, Effingham & Quincy Construction #3  
 1895 sold to William McAdie  
 AAT

332 July 1878 4-4-0 17x24-62"  
 Buffalo & Southwestern #8  
 1895 sold to Erie Railroad D-4 #110  
 October 1902 scrapped  
 AAT

333 July 1878 4-4-0 17x24-62"  
 Buffalo & Southwestern #9  
 1895 sold to Erie Railroad D-4 #111  
 July 1899 scrapped  
 AAT

334 August 1878 2-6-0 3' gauge 12x18-36"  
 Springfield, Jackson & Pomeroy #7  
 by November 1879 off roster  
 AAT

335 September 1878 2-6-0 3' gauge 12x18-36"  
 Springfield, Jackson & Pomeroy #8  
 September 1879 sold to Dayton & Southeastern #6  
 March 1881 sold to Toledo, Delphos & Burlington #34  
 February 1882 sold to Toledo, Cincinnati & Saint Louis #34  
 June 1884 sold to Dayton & Ironton #34  
 April 1893 sold to Cartegena & Magdalena Railway  
 AAT

336 October 1878 2-6-0 3' gauge 12x18-36"  
 Springfield, Jackson & Pomeroy #9  
 by November 1879 off roster  
 AAT

337 August 1878 4-4-0 17x24-62"  
 Rochester & State Line #10 "A. D. Scott"  
 February 1881 sold to Rochester & Pittsburgh #10 "A. D. Scott"  
 October 1885 sold to Buffalo, Rochester & Pittsburgh C #10 "A. D. Scott"  
 1900 retired from service  
 AAT

338 September 1878 4-4-0 17x24-62"  
 Rochester & State Line #11 "J. E. Childs"  
 February 1881 sold to Rochester & Pittsburgh #11 "J. E. Childs"  
 October 1885 sold to Buffalo, Rochester & Pittsburgh C #11 "J. E. Childs"  
 1896 scrapped  
 AAT

339 November 1878 4-4-0 3' gauge 12x16-46"  
 Springfield, Jackson & Pomeroy #11  
 by November 1879 sold  
 April 1891 sold to Keystone Lumber & Improvement Company #4  
 AAT

340 1878 4-4-0 3' gauge 11.2x16-43"  
 Minnesota Midland #5  
 February 1883 sold to Chicago, Milwaukee & Saint Paul #438  
 1899 to Chicago, Milwaukee & Saint Paul #1404  
 rebuilt  
 12x18"  
 August 1905 retired from service  
 AAT

341 1878 4-4-0 3' gauge 12x16-46"  
 Columbus & Maysville Railroad #1  
 1890 sold to Sabine Tram Company #1  
 AAT

342 1878 0-4-4T 3' gauge 9x12-33"  
 Springfield & Sardinia Railroad #1  
 1892 sold to Swift & Roberts  
 AAT

- 343 October 1878 4-4-0 17x24-62"  
Buffalo & Southwestern #10  
by February 1893 retired from service  
AAT
- 344 November 1878 4-4-0 16x24-62"  
Buffalo & Southwestern #11  
1895 sold to Erie Railroad #112  
1897 to D-4 #335  
July 1897 rebuilt by Baldwin (c/n 15422)  
Erie Railroad D-6 #335  
August 1918 scrapped  
AAT
- 345 February 1879 4-4-0 3' gauge 12x16-42"  
Texas & Saint Louis #5 "J. W. Paramore"  
1882 sold to Lock Moore & Company  
to Connolton Valley & Straitsville #17 (2<sup>nd</sup>) "Oscar Wilde"  
1885 sold to Cleveland & Canton #17 (2<sup>nd</sup>) "Oscar Wilde"  
1889 sold to New York Equipment Company  
1889 to Salt Lake Valley & Fort Douglas #17  
1890 sold to Utah Central Railway #17  
1897 sold to Utah Central Railroad #17  
by 1908 sold to Salt Lake & Ogden  
sold to Lock Moore & Company #1  
AAT
- 345 July 1879 4-4-0 (narrow gauge)  
Tyler Tap #5 "J. W. Paramore"  
June 23, 1887 sold to Connotton Valley & Straitsville  
1889 sold to New York Equipment Company  
RA29
- 346 April 1878 4-4-0 3' gauge 12x16-42"  
Chicago & Atlantic #1 "Huntington"  
1890 sold to Chicago & Erie #1  
AAT
- 347 1879 2-6-0 3' gauge 12x16-36"  
Saint Joseph & Des Moines #2  
February 1885 railroad rebuilt to Standard gauge  
AAT
- 348 January 1879 2-6-0 3' gauge 12x18-36"  
Olean, Bradfor & Warren #2 (2<sup>nd</sup>)  
April 1879 sold to Bellaire & Southwestern #2 "Beallsville"  
1882 sold to Bellaire, Zanesville & Cincinnati #2 "Beallsville"  
1913 scrapped at Mill Run shops  
AAT
- 349 January 1879 2-6-0 3' gauge 12x18-36"  
Olean, Bradford & Warren #7 (1<sup>st</sup>)  
1880 to #2 (3<sup>rd</sup>)  
sold to Tonawanda Valley & Cuba #2  
1884 sold to Buffalo, New York & Pennsylvania #108  
October 1887 sold to Western New York & Pennsylvania #201  
January 1892 sold to Attica & Freedom #2  
October 1894 sold to Buffalo, Attica & Arcade #2  
1898 sold to L. S. Clough #2  
to Pittsburg, Titusville & Eastern #2  
1898 sold to Allegheny Central #7  
1899 sold to Pittsburg, Shawmut & Northern  
AAT
- 350 March 1879 2-6-0 3' gauge 12x18-36"  
Kendall & Eldred #4  
1884 sold to Buffalo, New York & Philadelphia #114  
1887 sold to Coudersport & Port Allegheny #3  
1889 sold to Olean, Bradford & Warren #11  
sold to Western New York & Pennsylvania #202  
March 1903 sold to Southern Iron & Equipment #195  
August 1903 sold to Crystal River Lumber  
AAT
- 351 1879 4-4-0 16x24-60.2"  
Utica, Ithaca & Elmira #8  
March 1884 sold to Elmira, Cortland & Northern #8  
1884 to #6  
1896 sold to Lehigh Valley #906  
1905 to #2535  
October 1910 scrapped  
AAT

352 1879 4-4-0 16x24-60.2"

Utica, Ithaca & Elmira #13 (1<sup>st</sup>)

1883 to #14 (2<sup>nd</sup>)

March 1884 sold to Elmira, Cortland & Northern #14

1884 to #4

1896 sold to Lehigh Valley #904

1905 to E-6 #2522

October 1906 sold to New York, Auburn & Lansing #2

April 1914 sold to Central New York Southern #2

February 1916 destroyed in fire

AAT

353 1879 0-4-0 14x22-50"

East Saint Louis Connecting #1

AAT

354 October 1879 0-4-0 14x22-50"

Saint Paul, Minneapolis & Manitoba #51 (1<sup>st</sup>)

1880 to Saint Paul, Minneapolis & Manitoba #3

February 1890 to Great Northern 3 class #3 (1<sup>st</sup>)

June 1901 scrapped

AAT, KJB

355 June 1879 4-4-0 16x24-61"

Lafayette, Bloomington & Muncie #18

1879 to #24

December 1879 sold to Lake Erie & Western P-7 #24 (1<sup>st</sup>)

1901 retired from service

AAT

356 May 1879 4-4-0 14x22-60"

Dakota Southern #5 "G. E. Merchant"

October 1879 to Sioux City & Dakota #5 "G. E. Merchant"

February 1881 sold to Chicago, Milwaukee & Saint Paul #331

1890 to Chicago, Milwaukee & Saint Paul #527 (2<sup>nd</sup>)

1899 to Chicago, Milwaukee & Saint Paul H-1 #1410 (1<sup>st</sup>)

September 1905 scrapped

AAT, CMK

357 1879 2-6-0 3' gauge 12x16-36"

Saint Joseph & Des Moines #3

February 1885 railroad rebuilt to Standard gauge

AAT

358 July 1879 2-6-0 3' gauge 12x18-36"

Dayton & Southeastern #5

July 1881 sold to Toledo, Delphos & Burlington #32

February 1882 sold to Toledo, Cincinnati & Saint Louis #32

June 1884 sold to Dayton & Ironton #32

June 1887 sold to Bradford, Bordell & Kinzua #5 (2<sup>nd</sup>)

January 1892 destroyed in fire

AAT

359 June 1879 4-4-0 17x24-56"

New York City & Northern #1

October 1887 sold to New York & Northern #1

by 1894 off roster

AAT

360 1879 2-6-0 3' gauge 12x18-36½"

Washington City, Virginia Midland & Great Southern #2

September 1894 sold to Chester & Lenoir Narrow Gauge #5

AAT

360 1900 4-6-0

Illinois Central Railroad #59 (3<sup>rd</sup>)

00/1921 sold to N de M #892

(never paid for by N de M)

ICR

361 July 1879 4-4-0 17x24-56"

New York City & Northern #2

October 1887 sold to New York & Northern #2

January 1894 to New York Central (New York Central & Hudson River)

#1112 (2<sup>nd</sup>)

August 1899 scrapped

AAT, BAX

362 October 1879 4-4-0 17x24-56"

New York City & Northern #3

October 1887 to New York & Northern #3

January 1894 to New York Central (New York Central & Hudson River)

#1113 (2<sup>nd</sup>)

August 1899 scrapped

AAT, BAX

363 October 1879 4-4-0 17x24-56"

New York City & Northern #4

October 1887 sold to New York & Northern #4

by 1894 off roster

AAT

364 July 1879 4-4-0 16x24-61"

Lafayette, Bloomington & Muncie #19

1879 to #25

December 1879 sold to Lake Erie & Western P-7 #25 (1<sup>st</sup>)

1901 retired from service

AAT

365 August 1879 2-6-0 14x22-42"

Springfield Southern #1 "Anaconda"

April 1881 sold to Ohio Southern #1

January 1887 burned

by 1901 off roster

AAT

366 September 1879 2-6-0 14x22-42"

Springfield Southern #2

April 1881 sold to Ohio Southern #2

by 1901 off roster

AAT

367 September 1879 4-4-0 3' gauge 14x16-42.2"

Mexico, Toluca & Cuantitlan #4 "Tula"

1881 sold to Mexican National #7 (1<sup>st</sup>)

1899 sold to Galvey & Casado Railroad "Tula"

AAT

368 August 1879 4-4-0 16x24-61"

Southern Minnesota #7

April 1880 sold to Chicago, Milwaukee & Saint Paul #345 (1<sup>st</sup>)

1890 to Chicago, Milwaukee & Saint Paul #287 (2<sup>nd</sup>)

1899 to Chicago, Milwaukee & Saint Paul H-3 #1347 (2<sup>nd</sup>)

by 1913 off roster

AAT, CMK

369 September 1879 4-4-0 16x24-61"

Lafayette, Bloomington & Muncie #20 (1<sup>st</sup>)

1879 to #26

December 1879 sold to Lake Erie & Western P-7 #26 (1<sup>st</sup>)

1901 to #9

January 1903 sold

AAT

370 September 1879 4-4-0 16x24-61"

Lafayette, Bloomington & Muncie #21

1879 to #27

December 1879 sold to Lake Erie & Western P-7 #27 (1<sup>st</sup>)

1901 retired from service

AAT

371 September 1879 4-4-0 16x24-61"

Southern Minnesota #8

April 1880 sold to Chicago, Milwaukee & Saint Paul #346 (1<sup>st</sup>)

1890 to Chicago, Milwaukee & Saint Paul #288 (2<sup>nd</sup>)

1899 to Chicago, Milwaukee & Saint Paul #1348 (1<sup>st</sup>)

1913 to Chicago, Milwaukee & Saint Paul H-3 #106 (4<sup>th</sup>)

January 1914 scrapped

AAT, CMK

372 October 1879 4-4-0 14x22-55.7"

Buffalo, Rochester & Pittsburgh #9

January 1897 sold to Silver Lake Railway #3 (1<sup>st</sup>)

AAT

373 September 1879 0-4-4T 3' gauge 10x16-36½"

Saginaw & Mount Pleasant #1

AAT

374 October 1879 0-4-4T 3' gauge 10x16-36½"

Saginaw & Mount Pleasant #2

AAT

375 February 1880 2-6-0 3' gauge 12x18-40"

Texas & Saint Louis #3 "M. C. Humphrey"

1886 scrapped

AAT

376 November 1879 2-6-0 3' gauge 12x18-36"  
 Texas & Saint Louis #4 "W. M. Senter"  
 April 1886 sold to Texas State Railroad #2; Rusk Penitentiary, Rusk,  
 Texas  
 sold to Birmingham Rail & Locomotive  
 rebuilt  
 Standard gauge  
 February 13, 1911 sold to E. Sondheimer #8 -for-  
 Lake Providence, Texarkana & Western #8  
 1920 sold to Southern Iron & Equipment #1609  
 May 14, 1921 sold to James River Sand & Gravel #1  
 AAT

377 October 1879 4-4-0 16x24-61"  
 Lafayette, Bloomington & Muncie #22  
 1879 to #28  
 December 1879 sold to Lake Erie & Western P-7 #28 (1<sup>st</sup>)  
 1901 retired from service  
 AAT

378 October 1879 4-4-0 16x24-61"  
 Lafayette, Bloomington & Muncie #23  
 1879 to #29  
 December 1879 sold to Lake Erie & Western P-7 #29 (1<sup>st</sup>)  
 1901 retired from service  
 AAT

379 00/1879 4-4-0 16x22-57 ½  
 Ohio & West Virginia #71  
 August 1881 sold to Columbus, Hocking Valley & Toledo #71 (1<sup>st</sup>)  
 by 1900 off roster  
 AAT

380 00/1879 4-4-0 16x22-57 ½  
 Ohio & West Virginia #72  
 August 1881 sold to Columbus, Hocking Valley & Toledo #72 (1<sup>st</sup>)  
 by 1900 off roster  
 AAT

381 00/1879 4-4-0 16x22-57 ½  
 Ohio & West Virginia #73  
 August 1881 sold to Columbus, Hocking Valley & Toledo #73 (1<sup>st</sup>)  
 by 1900 off roster  
 AAT

382 November 1879 2-6-0 18x24-57  
 Cleveland, Columbus, Cincinnati & Indianapolis #69  
 1882 to Cleveland, Columbus, Cincinnati & Indianapolis #600  
 1887 to #344  
 1889 sold to New York Central (Cleveland, Cincinnati, Chicago & Saint  
 Louis) #344 (2<sup>nd</sup>)  
 1905 sold to New York Central E-61 #6304 (1<sup>st</sup>)  
 January 1910 scrapped  
 AAT, BAX

383 December 1879 2-6-0 18x24-57  
 Cleveland, Columbus, Cincinnati & Indianapolis #70  
 1882 to Cleveland, Columbus, Cincinnati & Indianapolis #601  
 1889 sold to New York Central (Cleveland, Cincinnati, Chicago & Saint  
 Louis) #345 (2<sup>nd</sup>)  
 1905 sold to New York Central E-61 #6305 (1<sup>st</sup>)  
 January 1910 scrapped  
 AAT, BAX

384 December 1879 2-6-0 18x24-57  
 Cleveland, Columbus, Cincinnati & Indianapolis #79  
 1882 to Cleveland, Columbus, Cincinnati & Indianapolis #602  
 1889 sold to New York Central (Cleveland, Cincinnati, Chicago & Saint  
 Louis) #346 (2<sup>nd</sup>)  
 1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)  
 E-61 #6306 (1<sup>st</sup>)  
 November 1909 scrapped  
 AAT, BAX

385 December 1879 2-6-0 18x24-57  
 Cleveland, Columbus, Cincinnati & Indianapolis #72  
 1882 to Cleveland, Columbus, Cincinnati & Indianapolis #603  
 1889 sold to New York Central (Cleveland, Cincinnati, Chicago & Saint  
 Louis) #347 (2<sup>nd</sup>)  
 1905 sold to New York Central (Cleveland, Cincinnati, Chicago & Saint  
 Louis) E-61 #6307 (1<sup>st</sup>)  
 December 1911 scrapped  
 AAT, BAX

386 December 1879 2-6-0 18x24-57  
Cleveland, Columbus, Cincinnati & Indianapolis #73  
1882 to Cleveland, Columbus, Cincinnati & Indianapolis #604  
1889 sold to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #348 (2<sup>nd</sup>)  
1905 sold to New York Central (New York Central & Hudson River) E-61 #6308 (1<sup>st</sup>)  
December 1911 scrapped  
AAT, BAX

387 December 1879 4-4-0 17x24-66  
Marietta & Cincinnati #91  
February 1883 sold to Cincinnati, Washington & Baltimore #91  
January 1886 rebuilt  
AAT

388 December 1879 4-4-0 17x24-60  
Marietta & Cincinnati #92  
February 1883 sold to Cincinnati, Washington & Baltimore #92  
September 1883 rebuilt  
AAT

389 January 1880 4-4-0 17x24-60  
Marietta & Cincinnati #93  
February 1883 sold to Cincinnati, Washington & Baltimore #93  
May 1887 rebuilt  
AAT

390 January 1880 4-4-0 17x24-66  
Marietta & Cincinnati #94  
February 1883 sold to Cincinnati, Washington & Baltimore #94  
March 1884 rebuilt  
AAT

391 January 1880 4-4-0 14x22-42  
Springfield Southern #3  
April 1881 sold to Ohio Southern #3  
January 1887 burned  
by 1901 off roster  
AAT

392 January 1880 4-4-0 17x24-66  
Marietta & Cincinnati #95  
February 1883 sold to Cincinnati, Washington & Baltimore #95  
July 1885 rebuilt  
AAT

393 January 1880 4-4-0 17x24-61  
Peoria, Decatur & Evansville #7  
July 1901 sold to Illinois Central #1205  
June 1902 destroyed in fire  
AAT

394 January 1880 4-4-0 16x24-61  
Lake Erie & Western P-8 class #30  
rebuilt 17x24-63  
Lake Erie & Western Q-7 #30  
00/1902 retired from service  
AAT

395 January 1880 4-4-0 16x24-61  
Lake Erie & Western P-8 #31  
rebuilt 17x24-63  
Lake Erie & Western Q-7 #31  
January 1902 scrapped  
AAT

396 February 1880 2-6-0 14x22-42  
Springfield Southern #4  
April 1881 sold to Ohio Southern #4  
by 1897 off roster  
AAT

397 February 1880 2-6-0 14x22-42  
Springfield Southern #5  
April 1881 sold to Ohio Southern #5  
by 1897 off roster  
AAT

398 February 1880 2-6-0 14x22-42  
Springfield Southern #6  
April 1881 sold to Ohio Southern #6  
by 1899 off roster  
AAT

399 February 1880 4-4-0 14x22-56  
 Springfield Southern #9  
 April 1881 sold to Ohio Southern #9  
 by 1899 off roster  
 AAT

407 March 1880 2-6-0 3' gauge 13x20-42"  
 Cairo & Saint Louis #25  
 post-June 1881 to Saint Louis & Cairo #25  
 1886 sold to Saint Louis, Des Moines & Northern #25  
 sold to Seaboard Railway of Alabama #25  
 1895 sold to Oak Grove & Georgetown #25  
 to #3  
 by 1910 off roster  
 AAT

408 1880 0-6-0T 17x24-48"  
 Ohio & Mississippi #125  
 AAT

409 1880 0-6-0T 17x24-48"  
 Ohio & Mississippi #126  
 AAT

410 1880 4-4-0 16x22-57½"  
 Ohio & West Virginia #74  
 August 1881 sold to Columbus, Hocking Valley & Toledo #74 (1<sup>st</sup>)  
 by 1900 off roster  
 AAT

411 1880 4-4-0 16x22-57½"  
 Ohio & West Virginia #75  
 August 1881 sold to Columbus, Hocking Valley & Toledo #75 (1<sup>st</sup>)  
 by 1900 off roster  
 AAT

412 1880 4-4-0 16x22-57½"  
 Ohio & West Virginia #76  
 August 1881 sold to Columbus, Hocking Valley & Toledo #76 (1<sup>st</sup>)  
 by 1900 off roster  
 AAT

413 April 1880 2-6-0 14x22-42"  
 Springfield Southern #7  
 April 1881 sold to Ohio Southern #7  
 by 1899 off roster  
 AAT

414 April 1880 2-6-0 14x22-42"  
 Springfield Southern #8  
 April 1881 sold to Ohio Southern #8  
 January 1887 burned  
 by 1897 off roster  
 AAT

415 April 1880 4-4-0 14x24-56"  
 Milwaukee, Lake Shore & Western J #28 (UEN says #27)  
 October 1893 sold to Chicago & North Western J #928  
 October 1895 sold to Big Falls Railroad #2 (AAT says October 1905)  
 AAT, UEN

416 May 1880 4-4-0 18x22-68"  
 New York, Lake Erie & Western #51  
 November 1895 sold to Erie Railroad #370  
 1897 to D-1 #383  
 July 1901 scrapped  
 AAT

417 May 1880 4-4-0 18x22-68"  
 New York, Lake Erie & Western #52  
 November 1895 sold to Erie Railroad D-1 #371  
 December 1896 rebuilt D-6  
 October 1917 scrapped  
 AAT

418 May 1880 4-4-0 18x22-68"  
 New York, Lake Erie & Western #53  
 November 1895 sold to Erie Railroad D-1 #372  
 December 1896 rebuilt D-6  
 July 1919 scrapped  
 AAT

419 May 1880 4-4-0 18x22-68"  
New York, Lake Erie & Western #54  
November 1895 sold to Erie Railroad #373  
1897 to D-1 #386  
October 1891 scrapped  
AAT

420 June 1880 4-4-0 3' gauge 12x16-42"  
Bradford, Bordell & Kinzua #3  
January 1892 destroyed by fire  
AAT

421 May 1880 4-4-0 18x22-68"  
New York, Lake Erie & Western #55  
November 1895 sold to Erie Railroad #374  
1897 to D-1 #365  
March 1897 rebuilt D-6  
February 1913 scrapped  
AAT

422 May 1880 4-4-0 18x22-68"  
New York, Lake Erie & Western #56  
November 1895 sold to Erie Railroad #375  
1897 to D-1 #388  
June 1908 scrapped  
AAT

423 May 1880 4-4-0 18x22-68"  
New York, Lake Erie & Western #57  
November 1895 sold to Erie Railroad D-1 #376  
August 1897 rebuilt D-6  
January 1916 scrapped  
AAT

424 May 1880 4-4-0 18x22-68"  
New York, Lake Erie & Western #58  
November 1895 sold to Erie Railroad D-1 #377  
February 1905 scrapped  
AAT

425 June 1880 4-4-0 18x22-68"  
New York, Lake Erie & Western #59  
November 1895 sold to Erie Railroad D-1 #378  
July 1921 scrapped  
AAT

426 June 1880 4-4-0 16x24-66"  
Peoria, Decatur & Evansville #11  
September 1900 (AAT says July 1901) to Illinois Central Railroad  
#1339 (2<sup>nd</sup>)  
December 1901 scrapped  
AAT, ICR

427 June 1880 4-4-0 17x24-60"  
Peoria, Decatur & Evansville #9  
July 1901 sold to Illinois Central Railroad #1207  
May 1914 scrapped  
AAT

428 June 1880 4-4-0 17x24-60"  
Peoria, Decatur & Evansville #10  
July 1901 sold to Illinois Central #1208  
May 1914 scrapped  
AAT

429 June 1880 4-4-0 18x22-68"  
New York, Lake Erie & Western #60  
November 1895 sold to Erie Railroad D-1 #379  
August 1899 scrapped  
AAT

430 1880 4-4-0 18x22-68"  
New York, Lake Erie & Western #61  
November 1895 sold to Erie Railroad D-1 #380  
April 1907 scrapped  
AAT

431 1880 4-4-0 18x22-68"  
New York, Lake Erie & Western #62  
November 1895 sold to Erie Railroad D-1 #381  
November 1910 scrapped  
AAT

443 0/1880 4-4-0  
LE&W #33  
00/1905 to New York Central (LE&W) C-45 #4201 (1<sup>st</sup>)  
00/1908 sold  
BAX



- 444 August 1880 4-4-0 17x24-61”  
 Lake Erie & Western Q-7 #34  
 1905 sold to New York Central (LE&W) C-45 #4202 (1<sup>st</sup>)  
 July 1907 sold  
 AAT, BAX
- 445 August 1880 4-4-0 16x22-58”  
 Ohio & West Virginia #77  
 August 1881 sold to Columbus, Hocking Valley & Toledo #77 (1<sup>st</sup>)  
 1882 to #59  
 1887 sold to Columbus & Eastern #5  
 November 1889 sold to Columbus, Shawnee & Hocking Valley #5  
 January 1894 sold to Columbus, Sandusky & Hocking #5  
 by 1903 off roster  
 AAT
- 446 August 1880 4-4-0 16x28-58”  
 Ohio & West Virginia #78  
 August 1881 sold to Columbus, Hocking Valley & Toledo #78 (1<sup>st</sup>)  
 1882 to #60  
 1887 sold to Columbus & Eastern #6  
 November 1889 sold to Columbus, Shawnee & Hocking Valley #6 (1<sup>st</sup>)  
 by 1890 off roster  
 AAT
- 447 August 1880 2-6-0 16x24-49½”  
 Flint & Pere Marquette #48  
 January 1900 sold to Pere Marquette M-3 #254  
 1900 rebuilt  
 0-6-0  
 Pere Marquette S-7 #443  
 1915 scrapped  
 AAT
- 448 August 1880 2-6-0 16x24-49½”  
 Flint & Pere Marquette #49  
 January 1900 sold to Pere Marquette M-3 #255  
 1900 rebuilt  
 0-6-0  
 Pere Marquette S-7 #444  
 1915 scrapped  
 AAT
- 449 September 1880 2-6-0 16x24-49½”  
 Flint & Pere Marquette #50  
 January 1900 sold to Pere Marquette M-3 #256  
 1916 scrapped  
 AAT
- 450 September 1880 2-6-0 16x24-49½”  
 Flint & Pere Marquette #51  
 January 1900 sold to Pere Marquette M-3 #257  
 1916 scrapped  
 AAT
- 451 September 1880 2-6-0 16x24-49½”  
 Flint & Pere Marquette #52  
 January 1900 sold to Pere Marquette M-3 #258  
 1900 rebuilt  
 0-6-0  
 Pere Marquette S-7 #440  
 1916 scrapped  
 AAT
- 452 September 1880 4-4-0 17x24-56”  
 New York City & Northern #5  
 October 1887 sold to New York & Northern #5  
 January 1894 sold to New York & Putnam #5  
 February 1894 to New York Central (New York Central & Hudson River)  
 #1121 (2<sup>nd</sup>)  
 August 1899 scrapped  
 AAT, BAX
- 453 September 1880 4-4-0 17x24-56”  
 New York City & Northern #6  
 October 1887 sold to New York & Northern #6  
 January 1894 sold to New York & Putnam #6  
 February 1894 sold to New York Central (New York Central & Hudson  
 River) #1122 (2<sup>nd</sup>)  
 August 1899 scrapped  
 AAT, BAX

454 September 1880 4-4-0 17x24-56"  
 New York City & Northern #7  
 October 1887 sold to New York & Northern #7  
 January 1894 sold to New York & Putnam #7  
 February 1894 sold to New York Central (New York Central & Hudson River) #1123 (2<sup>nd</sup>)  
 August 1899 scrapped  
 AAT, BAX

455 September 1880 2-6-0 3' gauge 12x18-36"  
 Bradford, Bordell & Kinzua #5  
 1887 wrecked  
 January 1892 scrapped  
 AAT

456 September 1880 4-4-0 17x24-60"  
 Peoria, Decatur & Evansville #12  
 July 1901 sold to Illinois Central Railroad #1209  
 1901 sold to Cleveland, Lorain & Wheeling #37  
 1902 sold to Baltimore & Ohio #632  
 AAT

457 September 1880 4-4-0 17x24-61"  
 Ohio Central #14  
 1885 sold to Toledo & Ohio Central #14  
 1901 to #466 (1<sup>st</sup>)  
 by 1907 retired from service  
 AAT

458 October 1880 4-4-0 17x24-61"  
 Ohio Central #15  
 1885 sold to Toledo & Ohio Central #15  
 1901 to #401  
 October 1902 scrapped  
 AAT

459 October 1880 4-4-0 17x24-61"  
 Lake Erie & Western Q-7 #35  
 1905 sold to New York Central (LE&W) C-45 #4203 (1<sup>st</sup>) (number assigned but never applied)  
 May 1905 scrapped  
 AAT, BAX

460 October 1880 4-4-0 16x24-66"  
 Peoria, Decatur & Evansville #13  
 September 1900 (AAT says July 1901) to Illinois Central Railroad #1340 (1<sup>st</sup>)  
 December 1901 scrapped  
 AAT, ICR

461 October 1880 2-6-0 18x24-57"  
 Cincinnati, Indianapolis, Saint Louis & Chicago #2 (2<sup>nd</sup>)  
 June 1889 sold to Cleveland, Cincinnati, Chicago & Saint Louis #271  
 00/1889 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #271 (2<sup>nd</sup>)  
 by 1899 off roster  
 AAT, BAX

462 October 1880 2-6-0 18x24-57  
 Cincinnati, Indianapolis, Saint Louis & Chicago #9  
 June 1889 sold to Cleveland, Cincinnati, Chicago & Saint Louis #272  
 00/1905 sold to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) E-63 #6347 (1<sup>st</sup>)  
 November 1909 scrapped  
 AAT, BAX

464 October 188- 2-6-0 3' gauge 15x18-38"  
 Colorado Central #10  
 1885 to #152  
 1890 sold to Union Pacific, Denver & Gulf #152  
 1896 to #6  
 December 1898 sold to Colorado & Southern #16  
 sold to Kaaterskill Railroad #3  
 sold to Ulster & Delaware #4  
 1898 sold to Catskill & Tannersville #1 (1<sup>st</sup>) "Isaac Pruyn"  
 1908 retired from service  
 boiler to Catskill Mountain House  
 AAT

465 October 1880 2-6-0 3' gauge 15x18-38"

Colorado Central #11

1885 to #153

1890 sold to Union Pacific, Denver & Gulf #153

1896 to #2

December 1898 sold to Colorado & Southern #2  
by January 1902 sold

AAT

466 October 1880 0-4-0T 15x22-55"

New York City & Northern #8

October 1887 sold to New York & Northern #8

January 1894 sold to New York & Putnam #8

February 1894 sold to New York Central (New York Central & Hudson  
River) #43 (5<sup>th</sup>)

August 1899 scrapped

AAT, BAX

467 November 1880 4-4-0 16x24-66"

Peoria, Decatur & Evansville #14

September 1900 (AAT says July 1901) to Illinois Central Railroad  
#1341 (2<sup>nd</sup>)

December 1901 sold

AAT, ICR

468 November 1880 4-4-0 17x24-61"

Ohio Central #16

1885 sold to Toledo & Ohio Central #16

1900 to #45

1901 to #402

March 1924 scrapped

AAT

469 November 1880 4-4-0 17x24-60"

Peoria, Decatur & Evansville #15

July 1901 sold to Illinois Central Railroad #1213

November 1909 retired from service

AAT

470 November 1880 4-4-0 17x24-60"

Peoria, Decatur & Evansville #16

July 1901 sold to Illinois Central Railroad #1214

June 1914 scrapped

AAT

471 November 1880 4-4-0 17x24-61"

Lake Erie & Western Q-7 #36

1905 to New York Central (LE&W) C-45 #4204 (1<sup>st</sup>)

June 1907 sold

AAT, BAX

472 November 1880 4-4-0 17x24-61"

Lake Erie & Western Q-7 #37

1905 to New York Central (LE&W) C-45 #4205 (1<sup>st</sup>)

June 1907 sold

AAT, BAX

473 November 1880 4-4-0 17x24-61"

Lake Erie & Western Q-7 #38

January 1903 sold

AAT

474 November 1880 4-4-0 17x24-61"

Lake Erie & Western Q-7 #39

June 1902 sold

AAT

475 November 1880 4-4-0 17x24-61"

Lake Erie & Western Q-7 #40

1905 sold to New York Central (LE&W) C-45 #4206 (1<sup>st</sup>)

November 1907 sold

AAT, BAX

476 November 1880 4-4-0 17x24-61"

Lake Erie & Western Q-7 #41

1905 sold to New York Central (LE&W) C-45 #4207 (1<sup>st</sup>)

November 1907 sold

AAT, BAX

477 1880 4-4-0 16x22-57½"

Columbus & Toledo #57

August 1881 sold to Columbus, Hocking Valley & Toledo #57

February 1899 sold to Hocking Valley #57

AAT

478 1880 4-4-0 16x22-57½"

Columbus & Toledo #58

August 1881 sold to Columbus, Hocking Valley & Toledo #58

February 1899 sold to Hocking Valley #58

AAT

479 December 1880 0-4-0 15x24-47"

Peoria, Decatur & Evansville #17

September 1900 sold to Illinois Central #1533

April 1912 to Illinois Central Railroad #2533 (1<sup>st</sup>)

May 1914 retired from service

AAT, ICR

480 December 1880 0-4-0 15x24-46"

Lake Erie & Western Z-3 #42

1905 sold to New York Central (LS&MS) A-40 #4080 (1<sup>st</sup>)

February 1906 sold to Lake Erie & Fort Wayne #1 (2<sup>nd</sup>)

1906 sold to Southern Iron & Equipment #481

July 21, 1906 sold to Rankin Lumber #3

1907 sold to Southern Iron & Equipment #624

November 13, 1907 sold to Mercer Muller Lumber Company #6  
sold to S. J. Warren #6

July 1909 sold to Georgia Car & Locomotive Company #77

June 21, 1910 sold to Ingram Deckle Lumber #43

AAT, BAX

481 December 1880 0-4-0 15x24-46"

Lake Erie & Western Z-3 #43

1905 to New York Central (LS&MS) A-40 #4081 (1<sup>st</sup>)

February 1906 to Southern Iron & Equipment #482

December 24, 1908 sold to Georgia Construction Company

AAT, BAX

482 1880 4-4-0 3' gauge 12x16-42"

Bradford, Bordell & Kinzua #6 (1<sup>st</sup>)

1899 sold to Tuscarora Valley #3

1905 sold to Mount Jewett, Kinzua & Ritterville #6

1913 sold to Birmingham Rail & Locomotive "Emporia"

July 31, 1914 sold to C. S. Riley (Charles S. Riley)

AAT

483 December 1880 4-4-0 17x24-61"

Ohio Central #17

1885 sold to Toledo & Ohio Central #17

1901 to #413

1903-1904 retired from service

AAT

484 December 1880 4-4-0 17x24-61"

Ohio Central #18

1885 sold to Toledo & Ohio Central #18

1984-1901 off roster

AAT

485 December 1880 4-4-0 17x24-61"

Ohio Central #19

1885 sold to Toledo & Ohio Central #19

1894-1901 retired from service

AAT

486 December 1880 4-4-0 3' gauge 12x18-42"

Kendall & Eldred #13

sold to Olean, Bradford & Warren #13

1884 sold to Buffalo, New York & Philadelphia #105

1886 sold to Diamond Valley #2 "Emma"

April 1890 sold to Newport & Shermans Valley #2

August 1893 sold to Attica & Freedom #1

October 1894 sold to Buffalo, Attica & Arcade #1

AAT

487 December 1880 4-4-0 17x24-61"

Ohio Central #20

1885 sold to Toledo & Ohio Central #20

1901 to #476

by 1909 retired from service

AAT

488 December 1880 4-4-0 17x24-61"

Ohio Central #21

1885 sold to Toledo & Ohio Central #21

1901 to #467

by 1907 retired from service

AAT

489 December 1881 4-4-0 17x24-61"

Ohio Central #22

1885 sold to Toledo & Ohio Central #22

by 1893 retired from service

AAT

490 January 1881 4-4-0 17x24-61"

Ohio Central #23

June 1885 sold to Toledo & Ohio Central #23

by 1889 sold to Cincinnati, Indianapolis, Saint Louis & Chicago #623

June 1889 sold to Cleveland, Cincinnati, Chicago & Saint Louis #176 (1<sup>st</sup>)

1898 to Cleveland, Cincinnati, Chicago & Saint Louis #245

1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)

Cx #7014 (17" bore)

December 1911 scrapped

AAT, BAX

491 December 1880 4-4-0 17x24-61"

Ohio Central #24

1885 sold to Toledo & Ohio Central #24

by 1889 retired from service

AAT

492 January 1881 4-4-0 17x24-62"

Cincinnati, Indianapolis, Saint Louis & Chicago #15

1889 sold to Cleveland, Cincinnati, Chicago & Saint Louis #174

1890 rebuilt 17x24-69"

1905 sold to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) C-63e #7052 (1<sup>st</sup>)

October 1920 (BAX says December) scrapped

AAT, BAX

493 January 1881 4-4-0 17x24-62"

Cincinnati, Indianapolis, Saint Louis & Chicago #20

1889 sold to Cleveland, Cincinnati, Chicago & Saint Louis #175

April 1891 rebuilt 17x24-69"

1905 sold to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) C-63f #7053 (1<sup>st</sup>)

October 1919 scrapped

AAT, BAX

494 January 1881 2-6-0 3' gauge 14x18-42"

Utah & Northern #23

1885 sold to Union Pacific #80

August 1889 sold to Oregon Short Line & Utah Northern #80

AAT

495 January 1881 2-6-0 3' gauge 14x18-42"

Utah & Northern #24

1885 sold to Union Pacific #81

August 1889 sold to Oregon Short Line & Utah Northern #81

AAT

496 January 1881 0-4-0 14x22-42"

Springfield Southern #12

April 1881 sold to Ohio Southern #12

July 1901 sold to Detroit Southern #49

1905 sold to Detroit, Toledo & Ironton #49

by 1927 off roster

AAT

497 January 1881 2-6-0 14x22-41"

Springfield Southern #13

April 1881 sold to Ohio Southern #13

January 1887 burned

by 1897 off roster

AAT

498 February 1881 0-4-0 15x24-46"

Ohio Central #25

June 1885 sold to Toledo & Ohio Central #25

1901 to #446

1903-1904 retired from service

circa 1903 sold to Hocking Valley #83 (1<sup>st</sup>)

by 1905 off roster

AAT

499 February 1881 0-4-0 15x24-46"

Ohio Central #26

June 1885 sold to Toledo & Ohio Central #26

1895-1901 retired from service

AAT

500 February 1881 0-4-0 15x24-46"

Ohio Central #27

June 1885 sold to Toledo & Ohio Central #27

1901 to #447

1901-1907 retired from service

circa 1903 sold to Hocking Valley #84 (1<sup>st</sup>)

by 1907 off roster

AAT

506 00/1881 4-4-0  
PD&E #18  
September 1900 to Illinois Central Railroad #1215 (1<sup>st</sup>)  
March 1902 scrapped  
ICR

507 00/1881 4-4-0  
PD&E #19  
September 1900 to Illinois Central Railroad #1216 (1<sup>st</sup>)  
December 1901 scrapped  
ICR

508 00/1881 4-4-0  
PD&E #20  
September 1900 to Illinois Central Railroad #1217 (1<sup>st</sup>)  
November 1909 retired from service  
ICR

519 00/1881 0-4-0  
St P M & M #87  
00/1899 to Great Northern 4 class #87 (1<sup>st</sup>)  
00/1899 to Great Northern 4 class #14 (1<sup>st</sup>)  
June 1902 scrapped  
KJB

521 00/1881 0-4-0  
St P M & M #88  
00/1899 to Great Northern 4 class #88 (1<sup>st</sup>)  
00/1899 to Great Northern 4 class #15 (1<sup>st</sup>)  
September 1903 scrapped  
KJB

523 00/1881 0-4-0  
St P M & M #89  
00/1899 to Great Northern 4 class #89 (1<sup>st</sup>)  
00/1899 to Great Northern 4 class #16 (2<sup>nd</sup>)  
sold to Alberta Coal & Railway Company  
KJB

545 June 1881 4-4-0 17x24-62"  
Rochester & Pittsburgh #13  
October 1885 sold to Buffalo, Rochester & Pittsburgh #13  
1895 to Buffalo, Rochester & Pittsburgh C-2 #11 (2<sup>nd</sup>)  
1895 rebuilt at Brooks  
4-4-0 17x24-68"  
Buffalo, Rochester & Pittsburgh Ca #11 (2<sup>nd</sup>)  
1913 scrapped  
AAT

546 June 1881 4-4-0 17x24-62"  
Rochester & Pittsburgh #14  
October 1885 sold to Buffalo, Rochester & Pittsburgh C-2 #14  
1901 scrapped  
AAT

547 June 1881 2-6-0 3' gauge 15x18-38"  
Colorado Central #12  
1885 to Colorado Central #154  
1890 sold to Union Pacific, Denver & Gulf #154  
1896 to Union Pacific, Denver & Gulf #4  
December 1898 sold to Colorado & Southern #3  
by January 1902 sold  
AAT

548 June 1881 2-6-0 3' gauge 15x18-38"  
Colorado Central #13  
1885 to Colorado Central #155  
1890 sold to Union Pacific, Denver & Gulf #155  
1896 to Union Pacific, Denver & Gulf #3  
December 1898 sold to Colorado & Southern #14  
by January 1902 sold  
AAT

549 1881 4-4-0 16x22-63.7"  
Columbus & Hocking Valley #77  
August 1881 sold to Columbus, Hocking Valley & Toledo #77 (2<sup>nd</sup>)  
1882 to Columbus, Hocking Valley & Toledo #59  
February 1899 sold to Hocking Valley #59  
1908 retired from service  
AAT

550 1881 4-4-0 16x22-63.7"  
Columbus & Hocking Valley #78  
August 1881 sold to Columbus, Hocking Valley & Toledo #78 (2<sup>nd</sup>)  
1882 to Columbus, Hocking Valley & Toledo #60  
February 1899 sold to Hocking Valley #60  
1913 retired from service  
AAT

551 June 1881 4-4-0 17x24-63  
Northern & North Western #61, Canada  
00/1888 sold Grand Trunk #670  
00/1893 to Grand Trunk #671 (2<sup>nd</sup>)  
00/1898 to Grand Trunk #379  
00/1904 to Grand Trunk #215  
00/1910 to Grand Trunk J #2184  
May 1918 scrapped  
AAT

552 June 1881 4-4-0 17x24-63  
Northern & North Western #62, Canada  
00/1888 sold Grand Trunk J #671 (1<sup>st</sup>)  
August 1893 wrecked  
AAT

553 June 1881 4-4-0 17x24-63  
Northern & North Western #63, Canada  
00/1888 sold to Grand Trunk #672  
00/1894 rebuilt  
00/1898 to Grand Trunk #304  
00/1904 to Grand Trunk #212  
00/1910 to Grand Trunk J #2181  
November 1917 scrapped  
AAT

554 July 1881 2-6-0 3' gauge 14x18-42  
Utah & Northern #33  
00/1885 sold to Union Pacific #90  
August 1889 sold to Oregon Short Line & Utah Northern #90  
AAT

555 July 1881 4-4-0 17x24-63  
Northern & North Western #64, Canada  
00/1888 sold to Grand Trunk #673  
00/1898 to Grand Trunk J #380  
November 1902 scrapped  
AAT

556 July 1881 4-4-0 17x24-63  
Northern & North Western #65, Canada  
00/1888 sold Grand Trunk #674  
January 1895 rebuilt  
00/1898 to Grand Trunk #291  
00/1904 to Grand Trunk #211  
00/1910 to Grand Trunk J #2180  
September 1913 scrapped  
AAT

557 July 1881 4-4-0 17x24-63  
Northern & North Western #66, Canada  
00/1888 sold to Grand Trunk #675  
00/1898 to Grand Trunk #381  
00/1904 to Grand Trunk #216  
00/1906 rebuilt  
00/1910 to Grand Trunk #2185  
August 1918 scrapped  
AAT

558 July 1881 4-4-0 17x24-63  
Northern & North Western #67, Canada  
00/1888 sold to Grand Trunk #676  
00/1898 to Grand Trunk #382  
00/1904 to Grand Trunk #217  
00/1910 to Grand Trunk J #2186  
June 1915 scrapped  
AAT

559 July 1881 2-6-0 3' gauge 14x18-42  
Utah & Northern #34  
00/1885 sold to Union Pacific #91  
August 1889 sold to Oregon Short Line & Utah Northern #91  
AAT

596 1881 2-6-0 3' gauge  
 Baltimore & Delta Railway #1 "Enoch Pratt"  
 RA29

626 December 1881 2-6-0 3' gauge 14x18-42"  
 Utah & Northern #42  
 1885 sold to Union Pacific #99  
 August 1889 sold to Oregon Short Line & Utah Northern #99  
 AAT

627 December 1881 2-6-0 3' gauge 14x18-42"  
 Utah & Northern #43  
 1885 sold to Union Pacific #100  
 August 1889 sold to Oregon Short Line & Utah Northern #100  
 AAT

628 December 1881 4-4-0 3' gauge 12x18-43"  
 Bradford Railroad #15  
 1884 sold to Buffalo, New York & Philadelphia #115  
 1887 sold to Western New York & Pennsylvania #115  
 1890 to Western New York & Pennsylvania #205  
 1894 sold to Toledo & South Haven #3  
 May 1894 sold to South Haven & Eastern #3  
 1900 scrapped  
 AAT

629 December 1881 4-4-0 3' gauge 12x18-43"  
 Bradford Railroad #16 "J. W. Jones"  
 1884 sold to Buffalo, New York & Philadelphia #116  
 September 1887 sold to Western New York & Pennsylvania #116  
 1889 to Western New York & Pennsylvania #206  
 1897 sold to Bradford, Bordell & Kinzua #12 (2<sup>nd</sup>)  
 1905 sold to New Berlin & Winfield #1  
 1916 sold to Argent Lumber #1 (1<sup>st</sup>)  
 by 1930 off roster  
 AAT

630 December 1881 4-4-0 17x24-61"  
 Ohio Central #31  
 June 1885 sold to Toledo & Ohio Central #31  
 1894-1901 retired from service  
 AAT

631 December 1881 4-4-0 17x24-61"  
 Ohio Central #32  
 June 1885 sold to Toledo & Ohio Central #32  
 1901 to Toledo & Ohio Central #407  
 September 1902 scrapped  
 AAT

632 December 1881 4-4-0 17x24-61"  
 Ohio Central #33  
 June 1885 sold to Toledo & Ohio Central #33  
 1894-1901 retired from service  
 AAT

633 December 1881 4-4-0 17x24-61"  
 Ohio Central #34  
 June 1885 sold to Toledo & Ohio Central #34  
 1901 to Toledo & Ohio Central #408  
 May 1923 scrapped  
 AAT

634 December 1881 4-4-0 17x24-61"  
 Ohio Central #35  
 June 1885 sold to Toledo & Ohio Central #35  
 1894-1901 retired from service  
 AAT

635 January 1882 4-4-0 17x24-60½"  
 New York, Chicago & Saint Louis A #21  
 December 1896 rebuilt  
 New York, Chicago & Saint Louis A-2 #21  
 1908 to New York, Chicago & Saint Louis A-2 #11 (3<sup>rd</sup>)  
 1910 to New York, Chicago & Saint Louis A-2 #102 (2<sup>nd</sup>)  
 May 1911 retired from service  
 September 1914 scrapped  
 AAT

636 January 1882 4-4-0 3' gauge 12x18-43"  
 Tonawanda Valley & Cuba #3  
 March 1891 sold to Bradford, Eldred & Cuba #12  
 January 1893 sold to Bradford, Bordell & Kinzua #12  
 September 1897 sold to Baltimore & Lehigh #12  
 AAT



637 January 1882 2-6-0 18x24-57"

Cincinnati, Indianapolis, Saint Louis & Chicago #58

June 1889 sold to Cleveland, Cincinnati, Chicago & Saint Louis #273

1905 sold to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) E-63 #6348 (1<sup>st</sup>)

November 1909 scrapped

AAT, BAX

638 January 1882 2-6-0 18x24-57"

Cincinnati, Indianapolis, Saint Louis & Chicago #59

June 1889 sold to Cleveland, Cincinnati, Chicago & Saint Louis #274

1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) E-63 #6349 (1<sup>st</sup>)

January 1910 rebuilt

New York Central E-63 #6349

June 1916 sold to Dayton Power & Light Company #3 "Millers Ford"

AAT, BAX

639 January 1882 2-6-0 18x24-57"

Cincinnati, Indianapolis, Saint Louis & Chicago #70

June 1889 sold to Cleveland, Cincinnati, Chicago & Saint Louis #275

1905 sold to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) E-63 #6350 (1<sup>st</sup>)

October 1909 scrapped

AAT, BAX

640 January 1882 2-6-0 18x24-57"

Cincinnati, Indianapolis, Saint Louis & Chicago #71

June 1889 sold to Cleveland, Cincinnati, Chicago & Saint Louis #276

1905 sold to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) E-63 #6351 (1<sup>st</sup>)

September 1909 sold

AAT, BAX

641 1882 4-4-0 3' gauge 12x18-43"

Tionesta Valley #1 "Wild Pigeon"

1935 scrapped

AAT

642 January 1882 4-4-0 17x24-60½"

New York, Chicago & Saint Louis A #22

by 1908 retired from service

AAT

643 January 1882 4-4-0 17x24-66½"

New York, Chicago & Saint Louis B #150

1904 retired from service

AAT

644 January 1882 4-4-0 17x24-66½"

New York, Chicago & Saint Louis B #151

May 1904 scrapped

AAT

645 January 1882 4-4-0 3' gauge 12x18-43"

Bradford Railroad #13

1884 sold to Buffalo, New York & Philadelphia #110

1887 sold to Neilyville & Chappel Ford #1

1894 sold to Toledo & South Haven #1

May 1894 sold to South Haven & Eastern #1

AAT

646 January 1882 4-4-0 17x24-66½"

New York, Chicago & Saint Louis B #152

1906 to New York, Chicago & Saint Louis #1 (2<sup>nd</sup>)

1908 retired from service

AAC

647 January 1882 4-4-0 17x24-66½"

New York, Chicago & Saint Louis B #153

October 1902 scrapped

AAT

648 January 1882 4-4-0 17x24-66½"

New York, Chicago & Saint Louis B #154

March 1893 rebuilt at Brooks (new boiler)

New York, Chicago & Saint Louis B-1 #154

1906 to New York, Chicago & Saint Louis B-1 #3 (2<sup>nd</sup>)

1910 to New York, Chicago & Saint Louis B-1 #104 (2<sup>nd</sup>)

September 1914 scrapped

AAT

649 January 1882 4-4-0 17x24-66½"

New York, Chicago & Saint Louis B #155

1906 to New York, Chicago & Saint Louis #4 (2<sup>nd</sup>)

1907 retired from service

AAT

650 1882 2-6-0 3' gauge 12x18-44"  
 Kansas Central #9  
 1885 to Kansas Central #287  
 1891 sold to Union Pacific, Denver & Gulf #287  
 June 1891 sold to Mississippi River & Bonne Terre #4  
 1895 sold to Trinidad Sugar Company  
 AAT

651 January 1882 4-4-0 17x24-66½"  
 New York, Chicago & Saint Louis B #156  
 1906 to New York, Chicago & Saint Louis #6 (2<sup>nd</sup>)  
 1908 retired from service  
 AAT

652 February 1882 4-4-0 17x24-66½"  
 New York, Chicago & Saint Louis B #157  
 December 1902 scrapped  
 AAT

653 February 1882 4-4-0 17x24-66½"  
 New York, Chicago & Saint Louis B #158  
 to New York, Chicago & Saint Louis #8 (2<sup>nd</sup>)  
 1907 retired from service  
 AAT

654 February 1882 4-4-0 17x24-66½"  
 New York, Chicago & Saint Louis B #159  
 September 1886 wrecked  
 October 1893 rebuilt  
 New York, Chicago & Saint Louis B-2 #159  
 1907 to New York, Chicago & Saint Louis #1 (3<sup>rd</sup>)  
 1910 to New York, Chicago & Saint Louis #107 (2<sup>nd</sup>)  
 1910 retired from service  
 AAT

655 February 1882 4-4-0 3' gauge 12x18-43"  
 Bradford, Eldred & Cuba #5  
 1891 to Bradford, Eldred & Cuba #15  
 AAT

656 February 1882 4-4-0 17x24-61"  
 Peoria, Decatur & Evansville #21  
 July 1901 sold to Illinois Central #1218 (1<sup>st</sup>) (ICR says September 1900)  
 November 1901 scrapped  
 AAT, ICR

657 February 1882 4-4-0 17x24-61"  
 Peoria, Decatur & Evansville #22  
 September 1900 to Illinois Central Railroad #1219 (1<sup>st</sup>) (AAT says July 1901)  
 November 1909 retired from service  
 AAT, ICR

658 February 1882 4-4-0 17x24-61"  
 Peoria, Decatur & Evansville #23  
 September 1900 to Illinois Central Railroad #1220 (1<sup>st</sup>) (AAT says July 1901)  
 June 1915 retired from service  
 AAT, ICR

659 February 1882 2-6-0 3' gauge 14x18-41"  
 Cincinnati & Northern #7  
 June 1883 sold to Toledo, Cincinnati & Saint Louis #77  
 July 1885 to Cincinnati & Northern #7  
 August 1885 sold to Cincinnati, Lebanon & Northern #7  
 1895 sold to B. E. Britser & Company #2  
 March 1914 sold to Central Lumber #2  
 by 1919 scrapped  
 AAT

660 February 1882 4-4-0 17x24-66½"  
 New York, Chicago & Saint Louis B #160  
 June 1895 rebuilt  
 New York, Chicago & Saint Louis B-2 #160  
 1907 to New York, Chicago & Saint Louis #6 (3<sup>rd</sup>)  
 1910 to New York, Chicago & Saint Louis #108 (2<sup>nd</sup>)  
 1911 retired from service  
 AAT

661 February 1882 4-4-0 17x24-66½"  
 New York, Chicago & Saint Louis B #161  
 1907 retired from service  
 AAT

662 February 1882 4-4-0 17x24-66½"  
 New York, Chicago & Saint Louis B #162  
 1908 to New York, Chicago & Saint Louis B #8 (3<sup>rd</sup>)  
 rebuilt  
 New York, Chicago & Saint Louis A #8 (3<sup>rd</sup>)  
 1909 retired from service  
 AAT

663 February 1882 4-4-0 17x24-66½"  
 New York, Chicago & Saint Louis B #163  
 May 1893 rebuilt  
 New York, Chicago & Saint Louis B-1 #163  
 1908 to New York, Chicago & Saint Louis B-1 #4 (3d)  
 1910 to New York, Chicago & Saint Louis B-1 #105 (2<sup>nd</sup>)  
 September 1914 scrapped  
 AAT

664 February 1882 4-4-0 17x24-66½"  
 New York, Chicago & Saint Louis B #164  
 1907 retired from service  
 AAT

665 February 1882 4-4-0 3' gauge 12x18-43"  
 Bradford Railroad #14 (2<sup>nd</sup>)  
 1884 sold to Buffalo, New York & Philadelphia #118  
 September 1887 sold to Western New York & Pennsylvania #118  
 1889 to Western New York & Pennsylvania #208  
 1894 sold to Toledo & South Haven #2  
 May 1895 sold to South Haven & Eastern #1  
 sold to Hightler Brothers  
 1900 sold to Mud Lake Lumber  
 AAT

666 February 1882 4-4-0 3' gauge 12x18-43"  
 Kinzua Railroad #17  
 1884 sold to Buffalo, New York & Philadelphia #117  
 September 1887 sold to Western New York & Pennsylvania #117  
 1889 to Western New York & Pennsylvania #207  
 October 1896 sold to Bradford, Bordell & Kinzua #7 (3<sup>rd</sup>)  
 September 1906 sold to Big Level & Kinzua #7  
 AAT

667 March 1882 0-4-0 16x22-48"  
 New York, Chicago & Saint Louis D #200  
 June 1899 scrapped  
 AAT

668 March 1882 0-4-0 16x22-48"  
 New York, Chicago & Saint Louis D #201  
 May 1904 scrapped  
 AAT

669 March 1882 0-4-0 16x22-48"  
 New York, Chicago & Saint Louis D #202  
 April 1901 scrapped  
 AAT

670 March 1882 0-4-0 16x22-48"  
 New York, Chicago & Saint Louis D #203  
 May 1900 scrapped  
 AAT

671 March 1882 0-4-0 16x22-48"  
 New York, Chicago & Saint Louis D #204  
 December 1900 scrapped  
 AAT

672 April 1882 2-6-0 3' gauge 14x18-37"  
 Pittsburgh, Bradford & Buffalo #6  
 1882 to Pittsburgh, Bradford & Buffalo #26  
 October 1883 sold to Pittsburgh & Western #26 (1<sup>st</sup>)  
 1888 to Pittsburgh & Western #16  
 December 1895 sold to Wellington & Powellsville #16  
 1903 sold to Clarkson Lumber Company  
 AAT

673 1882 2-6-0 3' gauge 14x18-41"  
 Fulton County Narrow Gauge #2  
 AAT

674 March 1882 0-4-0 16x22-48"  
 New York, Chicago & Saint Louis D #205  
 October 1904 scrapped  
 AAT

675 March 1882 0-4-0 16x22-48"  
 New York, Chicago & Saint Louis D #206  
 June 1903 scrapped  
 AAT

676 March 1882 0-4-0 16x22-48"  
New York, Chicago & Saint Louis D #207  
October 1904 scrapped  
AAT

677 March 1882 0-4-0 16x22-48"  
New York, Chicago & Saint Louis D #208  
June 1899 scrapped  
AAT

678 March 1882 0-4-0 16x22-48"  
New York, Chicago & Saint Louis D #209  
June 1899 scrapped  
AAT

679 1882 2-6-0 3' gauge 14x18-41"  
Cincinnati & Eastern #6  
1890 sold to Cincinnati, New Richmond & Ohio River #6  
AAT

680 March 1882 4-4-0 17x24-61"  
Peoria, Decatur & Evansville #24  
September 1900 (AAT says July 1901) to Illinois Central Railroad  
#1221 (1<sup>st</sup>)  
1912-1919 retired from service  
AAT, ICR

681 00/1882 4-4-0  
PD&E #25  
September 1900 to Illinois Central Railroad #1222 (1<sup>st</sup>)  
June 1915 retired from service  
ICR

682 00/1882 4-4-0  
PD&E #26  
September 1900 to Illinois Central Railroad #1223 (1<sup>st</sup>)  
December 1901 scrapped  
ICR

683 00/1882 4-4-0  
PD&E #27  
September 1900 to Illinois Central Railroad #1224 (1<sup>st</sup>)  
00/1912 to Illinois Central Railroad #2124  
ICR

684 00/1882 4-4-0  
PD&E #28  
September 1900 to Illinois Central Railroad #1225 (1<sup>st</sup>)  
to Illinois Central Railroad #2425  
ICR

704 April 1882 0-4-0 15x24-47"  
Peoria, Decatur & Evansville #29  
September 1900 sold to Illinois Central Railroad #1534 (1<sup>st</sup>)  
April 1912 to Illinois Central Railroad #2534 (1<sup>st</sup>)  
May 1914 retired from service  
AAT, ICR

705 May 1882 4-4-0 17x24-61"  
Ohio Central #36  
June 1885 sold to Toledo & Ohio Central #36  
1901 to #409  
by 1907 retired from service  
AAT

706 May 1882 4-4-0 17x24-61"  
Ohio Central #37  
June 1885 sold to Toledo & Ohio Central #37  
1895 to Lake Erie & Detroit River #42  
January 1903 sold to Pere Marquette #811  
May 1922 scrapped  
AAT

707 May 1882 4-4-0 17x24-61"  
Ohio Central #38  
June 1885 sold to Toledo & Ohio Central #38  
1894-1901 retired from service  
AAT

708 May 1882 4-4-0 17x24-60½"  
New York, Chicago & Saint Louis A #28  
by 1908 retired from service  
AAT

709 May 1882 4-4-0 17x24-60½"  
New York, Chicago & Saint Louis A #29  
by 1908 retired from service  
AAT

710 May 1882 4-4-0 17x24-60½”

New York, Chicago & Saint Louis A #30

May 1904 scrapped

AAT

711 May 1882 4-4-0 17x24-60½”

New York, Chicago & Saint Louis A #31

August 1902 sold to Fort Smith & Western #4 (1<sup>st</sup>)

1924 sold to Stewards & Beutelchais Coal Company

AAT

712 May 1882 4-4-0 17x24-60½”

New York, Chicago & Saint Louis #32

by 1908 retired from service

AAT

713 May 1882 2-6-0 3' gauge 15x18-38”

Denver, South Park & Pacific #29

1885 to #156

to Denver, Leadville & Gunnison #156

December 1892 rebuilt

new boiler

February 1898 sold to Colorado & Southern B-3b #21

rebuilt

41” drivers

AAT

714 May 1882 2-6-0 3' gauge 15x18-38”

Denver, South Park & Pacific #30 “Morrison”

1885 to #157

1889 sold to Denver, Leadville & Gunnison #157

to #61

December 1897 sold to Little Book Cliff Railroad #3

1899 sold to Book Cliff Railroad #3

scrapped

AAT

715 June 1882 4-4-0 17x24-63”

Saint Paul, Minneapolis & Manitoba 29 #151

1899 to Great Northern B-18 #151 (1<sup>st</sup>)

1916 scrapped

AAT, KJB

716 June 1882 4-4-0 17x24-63”

Saint Paul, Minneapolis & Manitoba 29 #150

1899 sold to Great Northern B-18 #150 (1<sup>st</sup>)

1916 scrapped

AAT, KJB

717 May 1882 4-4-0 16x22-62”

Chicago & Atlantic #21

August 1890 sold to Chicago & Erie D-odd #1

1895 sold to Erie Railroad D-odd #47

September 1898 scrapped at Huntington

AAT

718 May 1882 4-4-0 16x22-62”

Chicago & Atlantic #22

August 1890 sold to Chicago & Erie D-odd #2

May 1895 retired from service

AAT

719 May 1882 4-4-0 16x22-62”

Chicago & Atlantic #23

August 1890 sold to Chicago & Erie D-odd #3

1895 sold to Erie Railroad #48

May 1896 scrapped at Huntington

AAT

720 May 1882 4-4-0 16x22-62”

Chicago & Atlantic #24

August 1890 sold to Chicago & Erie D-odd #4

1895 sold to Erie Railroad D-odd #49

May 1896 scrapped at Huntington

AAT

721 May 1882 4-4-0 16x22-62”

Chicago & Atlantic #25

August 1890 sold to Chicago & Erie D-odd #5

March 1893 retired from service

May 1895 scrapped

AAT

722 June 1882 2-8-0 17x26-48"  
 Rochester & Pittsburgh #17 "Farmersville"  
 October 1885 sold to Buffalo, Rochester & Pittsburgh H #17  
 "Farmersville"  
 1897 scrapped  
 AAT

723 June 1882 2-8-0 17x26-48"  
 Rochester & Pittsburgh #18 "Ashford"  
 October 1885 sold to Buffalo, Rochester & Pittsburgh H #18 "Ashford"  
 1891 scrapped  
 AAT

727 June 1882 2-6-0 3' gauge 15x18-38"  
 Denver, South Park & Pacific #31 "Hill Top"  
 1885 to #158  
 1889 sold to Denver, Leadville & Gunnison #158  
 to Denver, Leadville & Gunnison #62  
 AAT

731 00/1882 4-4-0  
 Chicago & Erie #102  
 00/1896 to Kewaunee, Green Bay & Western #2  
 August 1906 to Kewaunee, Green Bay & Western G #34  
 December 12, 1925 retired from service

744 1882 4-4-0 3' gauge 12x16-43"  
 Saginaw, Tuscola & Huron #3  
 1891 sold to Ashland, Sikivit & Iron River Logging Railway  
 AAT

745 July 1882 4-4-0 17x24-63"  
 Saint Paul, Minneapolis & Manitoba 30 class #152  
 1899 sold to Great Northern Railway B-19 #152 (1<sup>st</sup>)  
 1925 retired from service  
 rebuilt as weed burner  
 1926 scrapped  
 AAT, KJB

746 July 1882 4-4-0 17x24-63"  
 Saint Paul, Minneapolis & Manitoba 30 class #153  
 1899 to Great Northern Railway B-19 #153 (1<sup>st</sup>)  
 December 1918 scrapped  
 AAT, KJB

747 July 1882 4-4-0 17x24-63"  
 Saint Paul, Minneapolis & Manitoba 30 class #154  
 1899 to Great Northern Railway B-19 #154 (1<sup>st</sup>)  
 September 1920 scrapped  
 AAT, KJB

748 July 1882 4-4-0 17x24-63"  
 Saint Paul, Minneapolis & Manitoba #155  
 1899 to Great Northern Railway B-19 #155 (1<sup>st</sup>)  
 December 1918 scrapped  
 AAT, KJB

749 July 1882 4-4-0 17x24-63"  
 Saint Paul, Minneapolis & Manitoba 30 class #156  
 1899 to Great Northern Railway B-19 #156 (1<sup>st</sup>)  
 1910 rebuilt with new boiler  
 1939 scrapped  
 AAT, KJB

750 July 1882 4-4-0 17x24-63"  
 Saint Paul, Minneapolis & Manitoba 30 class #157  
 1899 to Great Northern Railway B-19 #157 (1<sup>st</sup>)  
 1926 scrapped  
 KJB

751 July 1882 4-4-0 17x24-63"  
 Saint Paul, Minneapolis & Manitoba 30 class #158  
 1899 to Great Northern Railway B-19 #158 (1<sup>st</sup>)  
 November 1918 scrapped  
 AAT, KJB

752 August 1882 4-4-0 17x24-63"  
 Saint Paul, Minneapolis & Manitoba 30 class #159  
 1899 to Great Northern Railway B-19 #159 (1<sup>st</sup>)  
 September 1908 rebuilt with new boiler  
 December 1938 scrapped  
 AAT, KJB

753 August 1882 4-4-0 17x24-63"  
 Saint Paul, Minneapolis & Manitoba 30 class #160  
 1899 to Great Northern Railway B-19 #160 (1<sup>st</sup>)  
 1927 scrapped  
 KJB

754 August 1882 4-4-0 17x24-63”

Saint Paul, Minneapolis & Manitoba 30 class #161  
1899 to Great Northern Railway B-19 #161 (1<sup>st</sup>)  
July 1925 scrapped  
AAT, KJB

755 August 1882 2-6-0 3' gauge 15x18-38”

Denver, South Park & Pacific #35 “Dillon”  
1885 to Denver, South Park & Pacific #162  
July 1889 sold to Denver, Leadville & Gunnison #162  
April 1894 rebuilt with new boiler  
December 1898 sold to Colorado & Southern B-3b #22  
rebuilt  
40” drivers  
February 1927 scrapped  
AAT

756 August 1882 2-6-0 3' gauge 15x18-38”

Denver, South Park & Pacific #36  
1885 to Denver, South Park & Pacific #163  
July 1889 sold to Denver, Leadville & Gunnison #163  
December 1898 sold to Colorado & Southern #18  
January 1902 sold  
AAT

757 1883 (AAT says August 1882) 0-4-0 15x24-48”

Saint Paul, Minneapolis & Manitoba 31 class #187  
to Saint Paul, Minneapolis & Manitoba 4 class #187  
November 1891 to Minneapolis Western #1 (1<sup>st</sup>)  
January 1892 to Saint Paul, Minneapolis & Manitoba #187  
1899 to Great Northern Railway 4 class #187 (1<sup>st</sup>)  
1899 to Great Northern Railway 4 class #21 (2<sup>nd</sup>)  
1903 scrapped  
AAT, KJB

758 1883 (AAT says August 1882) 0-4-0 15x24-49”

Saint Paul, Minneapolis & Manitoba 31 class #188  
1899 to Great Northern Railway 31 class #188 (1<sup>st</sup>)  
1899 to Great Northern Railway 31 class #22 (2<sup>nd</sup>)  
1903 scrapped  
AAT, KJB

759 1883 (AAT says August 1882) 0-4-0 15x24-49”

Saint Paul, Minneapolis & Manitoba 31 class #189  
00/1899 (AAT says February 1890) to Great Northern 31 class #189 (1<sup>st</sup>)  
December 1897 wrecked  
November 1898 scrapped  
AAT, KJB

760 1883 (AAT says August 1882) 0-4-0 15x24-49”

Saint Paul, Minneapolis & Manitoba 31 class #190  
1899 (AAT says 1889) to Great Northern 31 class #190 (1<sup>st</sup>)  
1899 to Great Northern 31 class #23 (2<sup>nd</sup>)  
October 1900 scrapped  
AAT, KJB

761 1883 (AAT says August 1882) 0-4-0 15x24-49”

Saint Paul, Minneapolis & Manitoba 31 class #191  
00/1899 to Great Northern 31 class #191 (1<sup>st</sup>)  
00/1899 to Great Northern 31 class #24 (2<sup>nd</sup>)  
June 1901 scrapped  
AAT, KJB

762 1883 (AAT says August 1882) 0-4-0 15x24-49”

Saint Paul, Minneapolis & Manitoba 31 class #192  
1899 to Great Northern 31 class #192 (1<sup>st</sup>)  
1899 to Great Northern 31 class #25 (2<sup>nd</sup>)  
1901 scrapped  
AAT, KJB

763 1883 (AAT says August 1882) 0-4-0 15x24-49”

Saint Paul, Minneapolis & Manitoba 31 class #193  
1899 to Great Northern 31 class #193 (1<sup>st</sup>)  
1899 to Great Northern 31 class #26 (2<sup>nd</sup>)  
1902 scrapped  
AAT, KJB

764 August 1882 0-6-0 17x24-48”

Saint Paul, Minneapolis & Manitoba 32 class #194  
00/1899 to Great Northern 32 class #27 (2<sup>nd</sup>)  
Great Northern A-4 class #27 (2<sup>nd</sup>)  
September 1916 scrapped  
AAT, KJB

765 August 1882 0-6-0 17x24-48"

Saint Paul, Minneapolis & Manitoba 32 class #195

00/1891 sold to Minnesota Western #2

to St P M & M #195

00/1899 to Great Northern 32 class #28 (2<sup>nd</sup>)

Great Northern A-4 #28 (2<sup>nd</sup>)

September 1916 scrapped

AAT, KJB

766 August 1882 0-6-0 17x24-48"

Saint Paul, Minneapolis & Manitoba 32 class #196

February 1890 sold to Great Northern A-4 #29 (2<sup>nd</sup>)

April 1918 sold to A. Guthrie #2

to A. Guthrie #150

AAT

767 August 1882 4-4-0 18x24-66½"

New York, Chicago & Saint Louis C #168

August 1893 rebuilt

New York, Chicago & Saint Louis C-1 #168

1910 to New York, Chicago & Saint Louis C-1 #114 (2<sup>nd</sup>)

June 1916 scrapped

AAT

781 1882 4-4-0

Cleveland, Cincinnati, Chicago & Saint Louis #613

1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)

C-65 #7083 (1<sup>st</sup>)

December 1911 scrapped

BAX

834 December 1882 2-6-0 narrow gauge 15x18-37

T C & St L

August 1885 to Hancock & Calumet #1 "Torch Lake"

October 1893 to Hancock & Calumet #25

December 1901 sold

FZV

836 1883 4-4-0

Chicago, Milwaukee & Saint Paul #911

1899 to Chicago, Milwaukee & Saint Paul #715 (1<sup>st</sup>)

1912 to Chicago, Milwaukee & Saint Paul #200

CMK

903 1883 4-4-0

Chicago, Milwaukee & Saint Paul #908

1899 to Chicago, Milwaukee & Saint Paul #716 (1<sup>st</sup>)

1912 to Chicago, Milwaukee & Saint Paul #201

CMK

924 1883 4-4-0

Chicago, Milwaukee & Saint Paul #909

1899 to Chicago, Milwaukee & Saint Paul #717 (1<sup>st</sup>)

1912 to Chicago, Milwaukee & Saint Paul #202

CMK

970 1883 4-4-0

Cincinnati Northern #111

1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)

Cx #7035 (1<sup>st</sup>)

February 1921 scrapped

BAX

971 1883 4-4-0

Cincinnati Northern #109

1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)

C-61 #7032 (1<sup>st</sup>)

March 1907 rebuilt

October 1916 scrapped

BAX

973 1883 4-4-0

Cincinnati Northern #112

1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)

C-61 #7034 (1<sup>st</sup>)

June 1924 scrapped

BAX

974 1883 4-4-0

Cincinnati Northern #112

1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)

C-61 #7033 (1<sup>st</sup>)

July 1913 scrapped

BAX



1056 1884 4-4-0 Cleveland, Cincinnati, Chicago & Saint Louis #614 1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) C-65 #7084 (1 <sup>st</sup> ) December 1911 scrapped BAX	1107 1886 4-4-0 St P & D #43 to Northern Pacific #1112 to Northern Pacific C-22 #643 RN245
1092 1886 4-4-0 Cleveland, Cincinnati, Chicago & Saint Louis #615 1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) C-65 #7085 (1 <sup>st</sup> ) November 1909 scrapped BAX	1109 May 1886 4-4-0 Union Pacific #782 (2 <sup>nd</sup> ) to Union Pacific #694 (2 <sup>nd</sup> ) October 1918 to Union Pacific #925
1098 1886 4-4-0 Cleveland, Cincinnati, Chicago & Saint Louis #123 1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) C-67a #7098 (1 <sup>st</sup> ) 1906 scrapped BAX	1110 May 1886 4-4-0 Union Pacific #783 (2 <sup>nd</sup> ) May 1916 to Union Pacific #695 (2 <sup>nd</sup> ) September 1921 off roster
1099 1886 4-4-0 Cleveland, Cincinnati, Chicago & Saint Louis #7068 (1 <sup>st</sup> ) May 1915 scrapped BAX	1117 June 1886 4-4-0 Union Pacific #788 (2 <sup>nd</sup> ) to Union Pacific #698 (2 <sup>nd</sup> ) September 1921 to Union Pacific #929
1100 1886 4-4-0 Cleveland, Cincinnati, Chicago & Saint Louis #125 1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) C-67 #7097 (1 <sup>st</sup> ) May 1915 scrapped BAX	1135 1886 4-4-0 Cleveland, Cincinnati, Chicago & Saint Louis #616 1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) C-65 #7086 (1 <sup>st</sup> ) October 1911 retired from service BAX
1105 1886 4-4-0 St P & D #41 to Northern Pacific #1110 to Northern Pacific C-22 #641 RN245	1178 January 1887 4-4-0 18x24-69" New York, Ontario & Western G #75 (2 <sup>nd</sup> ) 1904 rebuilt at Rome October 1932 scrapped AAT
1106 1886 4-4-0 St P & D #42 to Northern Pacific #1111 to Northern Pacific C-22 #642 RN245	1179 January 1887 4-4-0 18x24-69" New York, Ontario & Western #76 (2 <sup>nd</sup> ) 1898 to New York, Ontario & Western G #4 (2 <sup>nd</sup> ) June 1898 rebuilt at Norwich shop 4-4-0 17x24-68" New York, Ontario & Western B #4 April 1923 scrapped AAT

1180 January 1887 4-4-0 18x24-64”  
Chicago, Kansas & Nebraska #16  
1887 to Chicago, Kansas & Nebraska #416  
June 1891 sold to Chicago, Rock Island & Pacific #551  
November 1926 scrapped  
AAT

1181 February 1887 4-4-0 18x24-64”  
Chicago, Kansas & Nebraska #17  
1887 to Chicago, Kansas & Nebraska #417  
June 1891 sold to Chicago, Rock Island & Pacific #552  
April 1925 scrapped  
AAT

1198 1886 4-4-0  
St P & D #8  
to Northern Pacific #1117  
to Northern Pacific C-22 #644  
RN245

1882 February 1887 4-4-0 18x24-64”  
Chicago, Kansas & Nebraska #18  
1887 to Chicago, Kansas & Nebraska #418  
June 1891 sold to Chicago, Rock Island & Pacific #553  
by August 1912 sold to Chicago, Rock Island & Gulf #553  
June 1924 scrapped  
AAT

1183 February 1887 4-4-0 18x24-64”  
Chicago, Kansas & Nebraska #19  
1887 to Chicago, Kansas & Nebraska #419  
June 1891 sold to Chicago, Rock Island & Pacific #554  
November 1926 scrapped  
AAT

1184 February 1887 4-4-0 18x24-64”  
Chicago, Kansas & Nebraska #20  
1887 to Chicago, Kansas & Nebraska #420  
June 1891 sold to Chicago, Rock Island & Pacific #555  
December 1922 scrapped  
AAT

1185 February 1887 4-6-0 19x26-63”  
Chicago, Milwaukee & Saint Paul #704  
1899 to Chicago, Milwaukee & Saint Paul #100  
May 1912 sold to Gallatin Valley Railroad #100  
October 1920 sold to Chicago, Milwaukee & Saint Paul G-4e #2179  
March 1935 scrapped  
AAT

1186 February 1887 4-4-0 17x24-48”  
Burlington, Cedar Rapids & Northern #101 (2<sup>nd</sup>)  
1899 to Burlington, Cedar Rapids & Northern #65  
June 1903 sold to Chicago, Rock Island & Pacific #593  
March 1923 scrapped  
AAT

1187 February 1887 4-4-0 18x24-68”  
Burlington, Cedar Rapids & Northern #102 (2<sup>nd</sup>)  
1899 to Burlington, Cedar Rapids & Northern #66  
June 1903 sold to Chicago, Rock Island & Pacific #594  
December 1922 scrapped  
AAT

1188 February 1887 4-4-0 18x24-68”  
Burlington, Cedar Rapids & Northern #103 (2<sup>nd</sup>)  
1899 to Burlington, Cedar Rapids & Northern #67  
June 1903 sold to Chicago, Rock Island & Pacific #595  
January 1916 scrapped  
AAT

1189 February 1887 4-4-0 18x24-68”  
Burlington, Cedar Rapids & Northern #104  
1899 to Burlington, Cedar Rapids & Northern #68  
June 1903 sold to Chicago, Rock Island & Pacific #596  
October 1912 sold to Chicago, Anamosa & Northern  
AAT

1190 February 1887 4-4-0 18x24-69”  
New York, Ontario & Western G #77  
November 1903 rebuilt at Rome  
October 1932 scrapped  
AAT

- 1191 March 1887 4-4-0 18x24-69”  
 New York, Ontario & Western G #78  
 1898 to New York, Ontario & Western G #3 (2<sup>nd</sup>)  
 July 1898 rebuilt at Cooke  
 4-4-0 17x24-68”  
 New York, Ontario & Western B #3 (2<sup>nd</sup>)  
 April 1923 scrapped  
 AAT
- 1192 February 1887 4-4-0 17x24-61”  
 Lakeside & Marblehead #1 (1<sup>st</sup>) “E. H. Brennan”  
 1891 sold to Cleveland & Canton #47  
 1892 rebuilt by Brooks  
 16x24-62”  
 1892 sold to Valley Railway #1  
 1893 sold to Cleveland, Canton & Southern #47  
 September 1899 sold to Wheeling & Lake Erie #47 (2<sup>nd</sup>)  
 1905 to Wheeling & Lake Erie D-2 #314  
 December 1911 scrapped  
 AAT
- 1193 March 1887 0-6-0T 17x24-44”  
 Valley Railway #22  
 October 1895 sold to Cleveland Terminal & Valley #22  
 1902 sold to Baltimore & Ohio D-17 #313 (2<sup>nd</sup>)  
 1909 retired from service  
 AAT
- 1194 March 1887 4-4-0 17x24-59”  
 Saint Paul & Duluth #44  
 1901 sold to Northern Pacific C-22 #1113 (1<sup>st</sup>)  
 June 1905 sold  
 AAT
- 1195 March 1887 4-4-0 17x24-59”  
 Saint Paul & Duluth #45  
 1901 sold to Northern Pacific Railway C-22 #1114 (1<sup>st</sup>)  
 sold  
 AAT
- 1196 March 1887 4-4-0 17x24-59”  
 Saint Paul & Duluth #46  
 1901 sold to Northern Pacific Railway C-22 #1115 (1<sup>st</sup>)  
 by 1910 sold to Pan American Railway #11  
 AAT
- 1197 March 1887 4-4-0 17x24-59”  
 Saint Paul & Duluth #47  
 1901 sold to Northern Pacific C-22 #1116 (1<sup>st</sup>)  
 July 1905 sold  
 AAT
- 1198 March 1887 4-4-0 17x24-59”  
 Saint Paul & Duluth #48  
 1901 sold to Northern Pacific Railway C-22 #1117 (1<sup>st</sup>)  
 1909 to Northern Pacific Railway C-22 #644  
 March 1910 scrapped  
 AAT
- 1199 March 1887 4-4-0 17x24-59”  
 Saint Paul & Duluth #49  
 1901 sold to Northern Pacific Railway C-22 #1118 (1<sup>st</sup>)  
 August 1905 sold to Canadian Northern Railway #40  
 1912 to Canadian Northern Railway #27  
 September 1918 sold to Canadian National Railway A-9a #119 (number assigned, but never applied)  
 1922 sold to Desantis & Villeneuve  
 AAT
- 1200 March 1887 4-4-0 17x24-59”  
 Saint Paul & Duluth #50  
 1901 sold to Northern Pacific Railway C-22 #1119 (1<sup>st</sup>)  
 September 1905 sold  
 AAT

1201 March 1887 4-4-0 17x24-57”

Saint Paul & Duluth #51

1901 sold to Northern Pacific Railway C-22 #1120 (1<sup>st</sup>)

June 1905 sold to Ingram Lumber #1120

1909 sold to Crane Logging & Lumber #1120

1912 sold to Puffer Hubbard Lumber #1120

1914 sold to Held Lumber #1120

1917 sold to Fountain Campbell Lumber #1120

by 1924 off roster

AAT

1202 March 1887 4-4-0 17x24-59”

Saint Paul & Duluth #52

1901 sold to Northern Pacific Railway C-22 #1121 (1<sup>st</sup>)

February 1906 sold to Crookston Lumber

AAT

1203 March 1887 4-4-0 17x24-59”

Saint Paul & Duluth #53

1901 sold to Northern Pacific Railway C-22 #1122 (1<sup>st</sup>)

by 1910 sold to Pan American Railway #12

AAT

1204 March 1887 0-4-2T 16x22-48”

Milwaukee & Northern #1 (2<sup>nd</sup>)

July 1893 sold to Chicago, Milwaukee & Saint Paul #901

1898 to Chicago, Milwaukee & Saint Paul #69

1899 to Chicago, Milwaukee & Saint Paul J-2 #1068

rebuilt

0-4-0

Chicago, Milwaukee & Saint Paul #69

October 1917 scrapped

AAT

1205 April 1887 4-4-0 18x24-69”

Cleveland, Columbus, Cincinnati & Indianapolis #169

June 1889 sold to Cleveland, Cincinnati, Chicago & Saint Louis #126

1905 sold to New York Central C-68 #7100

June 1914 scrapped

AAT

1206 April 1887 4-4-0 18x24-69”

Cleveland, Columbus, Cincinnati & Indianapolis #170

June 1889 sold to Cleveland, Cincinnati, Chicago & Saint Louis #127

1905 to New York Central C-68 #7099

May 1915 scrapped

AAT

1207 April 1887 0-6-0 18x24-51”

Cleveland, Columbus, Cincinnati & Indianapolis #45

June 1889 sold to Cleveland, Columbus, Cincinnati & Saint Louis #45

1905 sold to New York Central Bx #7220

June 1915 scrapped

AAT

1208 April 1887 0-6-0 18x24-51”

Cleveland, Columbus, Cincinnati & Saint Louis #46

June 1889 sold to Cleveland, Cincinnati, Chicago & Saint Louis #46

1905 sold to New York Central Bx #7203

June 1915 scrapped

AAT

1209 April 1887 2-6-0 18x24-57”

Cincinnati, Hamilton & Dayton #41

1899 to Cincinnati, Hamilton & Dayton K #40

rebuilt

0-6-0

Cincinnati, Hamilton & Dayton #40

by 1913 off roster

sold to Florida, Alabama & Gulf #2

May 1911 sold to Southern Iron & Equipment #810

January 1912 sold to Pickens Railroad #1132

AAT

1210 April 1887 2-6-0 18x24-57”

Cincinnati, Hamilton & Dayton #42

1899 to Cincinnati, Hamilton & Dayton #253

to Cincinnati, Hamilton & Dayton K #41

rebuilt

0-6-0

Cincinnati, Hamilton & Dayton #41

1914 off roster

AAT

1211 April 1887 2-6-0 18x24-57"

Cincinnati, Hamilton & Dayton #43

1895 to Cincinnati, Hamilton & Dayton #254

to Cincinnati, Hamilton & Dayton K #42

rebuilt

0-6-0

Cincinnati, Hamilton & Dayton #42

1914 off roster

AAT

1212 April 1887 2-6-0 18x24-57"

Cincinnati, Hamilton & Dayton #44

1897 to Cincinnati, Hamilton & Dayton #255

to Cincinnati, Hamilton & Dayton K #43

rebuilt

0-6-0

Cincinnati, Hamilton & Dayton #43

1914 off roster

AAT

1213 April 1887 2-6-0 18x24-57"

Cincinnati, Hamilton & Dayton #45

1898 to Cincinnati, Hamilton & Dayton #256

to Cincinnati, Hamilton & Dayton K #44

rebuilt

0-6-0

Cincinnati, Hamilton & Dayton #44

1914 off roster

AAT

1214 April 1887 2-6-0 19x24-56"

Duluth, South Shore & Atlantic #69

1892 to Duluth, South Shore & Atlantic D-1 #303

September 1928 scrapped

AAT

1215 April 1887 2-6-0 19x24-56"

Duluth, South Shore & Atlantic #70

1892 to Duluth, South Shore & Atlantic D-1 #301

July 1933 sold as scrap to Duluth Iron & Metal Company

AAT

1216 April 1887 2-6-0 19x24-56"

Duluth, South Shore & Atlantic #71

1892 to Duluth, South Shore & Atlantic D-1 #305

May 1925 scrapped

AAT

1217 April 1887 2-6-0 19x24-56"

Duluth, South Shore & Atlantic #72

1892 to Duluth, South Shore & Atlantic D-1 #302

June 1933 sold as scrap to Duluth Iron & Metal Company

AAT

1218 April 1887 2-6-0 19x24-56"

Duluth, South Shore & Atlantic #73

1892 to Duluth, South Shore & Atlantic D-1 #304

June 1933 sold as scrap to Duluth Iron & Metal Company

AAT

1219 May 1887 4-6-0 18x24-51"

Milwaukee & Northern #26

July 1893 sold to Chicago, Milwaukee & Saint Paul #296

1899 to Chicago, Milwaukee & Saint Paul #1

1912 to Chicago, Milwaukee & Saint Paul G-4a #2050

July 1927 scrapped

1220 May 1887 4-6-0 18x24-51"

Milwaukee & Northern #27

July 1893 to Chicago, Milwaukee & Saint Paul #927

1899 to Chicago, Milwaukee & Saint Paul #2

1912 to Chicago, Milwaukee & Saint Paul G-4a #2051

October 1928 scrapped

AAT

1221 May 1887 0-6-0 17x24-49"

Cincinnati, Hamilton & Dayton #215

1890 to Cincinnati, Hamilton & Dayton #62

1914 off roster

AAT

1222 May 1887 0-6-0 17x24-49"

Cincinnati, Hamilton & Dayton #216

1894 to Cincinnati, Hamilton & Dayton #63

1914 off roster

AAT

1223 May 1887 0-6-0 17x24-49"

Cincinnati, Hamilton & Dayton #217

1893 to Cincinnati, Hamilton & Dayton #64

by 1913 off roster

AAT

1224 May 1887 4-4-0 18x24-64"

Chicago, Kansas & Nebraska #421

June 1891 sold to Chicago, Rock Island & Pacific #556

by August 1912 sold to Chicago, Rock Island & Gulf #556

October 1916 scrapped

AAT

1225 May 1887 4-4-0 18x24-64"

Chicago, Kansas & Nebraska #422

June 1891 sold to Chicago, Rock Island & Pacific #557

November 1923 sold to Pine Bluff & Northern

AAT

1226 May 1887 4-4-0 18x24-64"

Chicago, Kansas & Nebraska #423

June 1891 sold to Chicago, Rock Island & Pacific #558

September 1928 scrapped

AAT

1227 May 1887 4-4-0 18x24-64"

Chicago, Kansas & Nebraska #424

June 1891 sold to Chicago, Rock Island & Pacific #559

December 1923 scrapped

AAT

1228 May 1887 4-4-0 18x24-64"

Chicago, Kansas & Nebraska #425

June 1891 sold to Chicago, Rock Island & Pacific #560

November 1918 scrapped

AAT

1229 May 1887 4-4-0 18x24-64"

Chicago, Kansas & Nebraska #426

June 1891 sold to Chicago, Rock Island & Pacific #561

March 1926 scrapped

AAT

1230 May 1887 4-4-0 18x24-64"

Chicago, Kansas & Nebraska #427

June 1891 sold to Chicago, Rock Island & Pacific #562

May 1924 scrapped

AAT

1231 May 1887 4-4-0 18x24-64"

Chicago, Kansas & Nebraska #428

June 1891 sold to Chicago, Rock Island & Pacific #563

December 1922 scrapped

AAT

1232 June 1887 4-4-0 18x24-64"

Chicago, Kansas & Nebraska #429

June 1891 sold to Chicago, Rock Island & Pacific #564

September 1915 sold to Anthony & Northern #2

December 1919 sold to Wichita Northwestern #2

AAT

1233 June 1887 4-4-0 18x24-64"

Chicago, Kansas & Nebraska #430

June 1891 sold to Chicago, Rock Island & Pacific #565

January 1923 sold to Jacob Lanski

AAT

1234 June 1887 4-4-0 18x24-61"

Ulster & Delaware #3 (2<sup>nd</sup>) "John C. Brodhead"

1906 sold to Salisbury & Albert #5

AAT

1235 June 1887 4-4-0 18x24-61"

Ulster & Delaware #16 (1<sup>st</sup>)

1889 to Ulster & Delaware #4 (2<sup>nd</sup>)

1906 sold to Salisbury & Albert #6

AAT

1236 June 1887 4-4-0 18x24-64"

Chicago, Kansas & Nebraska #431

June 1891 sold to Chicago, Rock Island & Pacific #566

August 1919 scrapped

AAT

1237 June 1887 2-6-0 19x24-60"

Baltimore & Ohio K-3 #980

1912 retired from service

AAT

1238 June 1887 4-4-0 18x24-64"

Chicago, Kansas & Nebraska #432

June 1891 sold to Chicago, Rock Island & Pacific #567

January 1915 sold to Anthony & Northern #1

December 1919 sold to Wichita Northwestern #1

AAT

1239 July 1887 4-4-0 18x24-64"

Chicago, Kansas & Nebraska #433

June 1891 sold to Chicago, Rock Island & Pacific #568

March 1927 scrapped

AAT

1240 July 1887 4-4-0 18x24-64"

Chicago, Kansas & Nebraska #434

June 1891 sold to Chicago, Rock Island & Pacific #569

February 1925 scrapped

AAT

1241 July 1887 4-4-0 18x24-64"

Chicago, Kansas & Nebraska #435

June 1891 sold to Chicago, Rock Island & Pacific #570

September 1925 scrapped

boiler to #458

AAT

1242 July 1887 4-4-0 18x24-64"

Chicago, Kansas & Nebraska #436

June 1891 sold to Chicago, Rock Island & Pacific #571

rebuilt

68" drivers

October 1919 scrapped

AAT

1243 July 1887 4-4-0 18x24-64"

Chicago, Kansas & Nebraska #437

June 1891 sold to Chicago, Rock Island & Pacific #572

April 1926 scrapped

AAT

1244 July 1887 4-4-0 18x24-64"

Chicago, Kansas & Nebraska #438

June 1891 sold to Chicago, Rock Island & Pacific #573

by August 1912 sold to Chicago, Rock Island & Gulf #573

August 1921 sold to J. S. Connelly

AAT

1245 July 1887 4-4-0 18x24-64"

Chicago, Kansas & Nebraska #439

June 1891 sold to Chicago, Rock Island & Pacific #574

May 1925 scrapped

AAT

1246 July 1887 4-4-0 18x24-64"

Chicago, Kansas & Nebraska #440

June 1891 sold to Chicago, Rock Island & Pacific #575

January 1923 sold to Jacob Lanski

AAT

1247 July 1887 4-4-0 17x24-61"

Chautauqua Lake Railway #1

1890 sold to Mexican Northern #1 "Willard White"; Mexico

AAT

1248 July 1887 4-4-0 17x24-61"

Chautauqua Lake Railway #2

1890 sold to Mexican Northern #2 "R. N. Marvin"; Mexico

AAT

1249 July 1887 2-6-0 18x24-51"

Cleveland, Columbus, Cincinnati & Indianapolis #644

1887 to Cleveland, Columbus, Cincinnati & Indianapolis #348

June 1889 sold to Cleveland, Cincinnati, Chicago & Saint Louis #348

1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)

E-65 #6359 (1<sup>st</sup>)

May 1915 scrapped

AAT, BAX

1250 July 1887 2-6-0 18x24-51"

Cleveland, Columbus, Cincinnati & Indianapolis #645

1887 to Cleveland, Columbus, Cincinnati & Indianapolis #357

June 1889 sold to Cleveland, Cincinnati, Chicago & Saint Louis #357

1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)

E-65 #6360 (1<sup>st</sup>)

July 1911 rebuilt

April 1917 sold to Southern Iron & Equipment #1151

July 5, 1917 sold to Washington & Choctaw #100 (E. W. Gates Lumber)

1920 sold to Southern Iron & Equipment #1602

July 6, 1920 sold to Southern Mineral Company

AAT

1251 July 1887 2-6-0 18x24-51"

Cleveland, Columbus, Cincinnati & Indianapolis #646

1887 to Cleveland, Columbus, Cincinnati & Indianapolis #382

June 1889 sold to Cleveland, Cincinnati, Chicago & Saint Louis #382

1903 to Cleveland, Cincinnati, Chicago & Saint Louis #303

1905 sold to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) E-65 #6357 (1<sup>st</sup>)

April 1917 sold to Southern Iron & Equipment #1152

July 9, 1917 sold to Koskiusko & Southeastern #12

1923 sold to Southern Iron & Equipment #1850

February 18, 1924 sold to McClure Pine #23

sold to Bassett Lumber

AAT, BAX

1252 July 1887 2-6-0 18x24-51"

Cleveland, Columbus, Cincinnati & Indianapolis #647

1887 to Cleveland, Columbus, Cincinnati & Indianapolis #383

March 1889 sold to Cleveland, Cincinnati, Chicago & Saint Louis #383

1903 to Cleveland, Cincinnati, Chicago & Saint Louis #304

1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)

E-65 #6358 (1<sup>st</sup>)

June 1907 rebuilt

May 1917 scrapped

AAT, BAX

1253 July 1887 2-6-0 18x24-51"

Cleveland, Columbus, Cincinnati & Indianapolis #648

1887 to Cleveland, Columbus, Cincinnati & Indianapolis #389

March 1889 sold to Cleveland, Cincinnati, Chicago & Saint Louis #389

1902 to Cleveland, Cincinnati, Chicago & Saint Louis #216

1905 sold to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) E-65 #6355 (1<sup>st</sup>)

May 1917 scrapped

AAT, BAX

1254 July 1887 2-6-0 18x24-51"

Cleveland, Columbus, Cincinnati & Indianapolis #649

1887 to Cleveland, Columbus, Cincinnati & Indianapolis #392

March 1889 sold to Cleveland, Cincinnati, Chicago & Saint Louis #392

1902 to Cleveland, Cincinnati, Chicago & Saint Louis #219

1905 sold to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) E-65 #6356 (1<sup>st</sup>)

June 1916 scrapped

AAT, BAX

1255 August 1887 4-6-0 18x24-51"

Milwaukee & Northern #28

July 1893 sold to Chicago, Milwaukee & Saint Paul #928

1899 to Chicago, Milwaukee & Saint Paul #3 (2<sup>nd</sup>)

1912 to Chicago, Milwaukee & Saint Paul G-4a #2052 (2<sup>nd</sup>)

June 1926 scrapped

AAT

1256 August 1887 4-6-0 18x24-51"

Milwaukee & Northern #29

July 1893 sold to Chicago, Milwaukee & Saint Paul #929

1899 to Chicago, Milwaukee & Saint Paul #4 (3<sup>rd</sup>)

1912 to Chicago, Milwaukee & Saint Paul G-4a #2053 (2<sup>nd</sup>)

May 1926 scrapped

AAT

1257 August 1887 4-4-0 18x24-69"

Baltimore & Ohio H-4 #774

1916 retired from service

AAT



1258 August 1887 4-6-0 18x24-50"  
 Buffalo, Rochester & Pittsburgh E #44  
 1896 rebuilt  
 61" drivers  
 Buffalo, Rochester & Pittsburgh Er #44  
 1910 retired from service  
 AAT

1259 August 1887 4-6-0 19x24-56"  
 Buffalo, Rochester & Pittsburgh D #37  
 February 1891 rebuilt by New York Locomotive Works  
 1905 sold to James Bay #101; Canada  
 to Quebec & Northern Ontario #101  
 June 1906 sold to Canadian Northern Railway G-7a #1041  
 June 1917 scrapped  
 AAT

1260 August 1887 4-6-0 19x24-56"  
 Buffalo, Rochester & Pittsburgh D #38  
 1917 scrapped  
 AAT

1261 August 1887 4-6-0 19x24-56"  
 Buffalo, Rochester & Pittsburgh D #39  
 1905 sold to Texas Central #111 (2<sup>nd</sup>)  
 1913 sold to Missouri, Kansas & Texas Railway F-1 #294  
 July 1916 scrapped  
 AAT

1262 August 1887 4-6-0 19x24-56"  
 Buffalo, Rochester & Pittsburgh D #40  
 February 1891 rebuilt by New York Locomotive Works  
 1905 sold to Canadian Northern Railway #164  
 1917 to Canadian Northern Railway G-7a #1039  
 August 1917 scrapped  
 AAT

1263 August 1887 4-6-0 19x24-56"  
 Buffalo, Rochester & Pittsburgh D #41  
 1905 sold to Canadian Northern Railway #165  
 1917 to Canadian Northern Railway G-7a #1040  
 April 1917 scrapped  
 AAT

1264 August 1887 4-6-0 19x24-56"  
 Buffalo, Rochester & Pittsburgh D #42  
 1905 sold to Texas Central #112  
 December 1913 scrapped  
 AAT

1265 August 1887 4-6-0 19x24-56"  
 Buffalo, Rochester & Pittsburgh D #43  
 1903 scrapped  
 AAT

1266 September 1887 4-4-0 18x24-64"  
 Chicago, Kansas & Nebraska #441  
 June 1891 sold to Chicago, Rock Island & Pacific #576  
 December 1923 scrapped  
 AAT

1267 September 1887 4-4-0 18x24-64"  
 Chicago, Kansas & Nebraska #442  
 June 1891 sold to Chicago, Rock Island & Pacific #577  
 September 1919 scrapped  
 AAT

1268 September 1887 4-4-0 18x24-64"  
 Chicago, Kansas & Nebraska #443  
 June 1891 sold to Chicago, Rock Island & Pacific #578  
 November 1922 scrapped  
 AAT

1269 September 1887 4-4-0 18x24-64"  
 Chicago, Kansas & Nebraska #444  
 June 1891 sold to Chicago, Rock Island & Pacific MP-6 #579  
 to Chicago, Rock Island & Pacific B-15 #579  
 to Chicago, Rock Island & Pacific E-15 #579  
 December 1904 in service  
 by September 1911 off roster  
 AAT

1270 September 1887 4-4-0 18x24-64"  
 Chicago, Kansas & Nebraska #445  
 June 1891 sold to Chicago, Rock Island & Pacific MP-6 #580  
 to Chicago, Rock Island & Pacific B-15 #580  
 to Chicago, Rock Island & Pacific E-15 #580  
 September 1916 scrapped  
 AAT

1271 September 1887 2-6-0 18x24-56"

Flint & Pere Marquette #79

January 1900 sold to Pere Marquette M-2 #230

June 1922 scrapped

AAT

1273 September 1887 4-4-0 17x24-62"

Ohio Valley Construction Company #16

sold to Ohio River Railroad #16

July 1901 sold to Baltimore & Ohio G-9 #653 (2<sup>nd</sup>)

1908 retired from service

AAT

1274 September 1887 4-4-0 17x24-63"

Cincinnati, Wabash & Michigan #17

1892 sold to Cleveland, Cincinnati, Chicago & Saint Louis #617

1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)

C-65 #7087 (1<sup>st</sup>)

December 1911 scrapped

AAT, BAX

1275 October 1887 2-6-0 19x24-56"

Duluth, South Shore & Atlantic D-1 #74

1892 to Duluth, South Shore & Atlantic D-1 #300

August 1929 scrapped

AAT

1276 October 1887 2-6-0 19x24-56"

Duluth, South Shore & Atlantic D-1 #75

1892 to Duluth, South Shore & Atlantic D-1 #306

June 1933 sold as scrap to Duluth Iron & Metal Company

AAT

1277 October 1887 2-6-0 19x24-56"

Duluth, South Shore & Atlantic D-1 #76

1888 to Duluth, South Shore & Atlantic D-1 #314

1892 to Duluth, South Shore & Atlantic D-1 #310 (2<sup>nd</sup>)

June 1933 sold as scrap to Duluth Iron & Metal Company

AAT

1278 October 1887 2-6-0 19x24-56"

Duluth, South Shore & Atlantic D-1 #77

1892 to Duluth, South Shore & Atlantic D-1 #319

1896 to Duluth, South Shore & Atlantic D-1 #307 (2<sup>nd</sup>)

December 1928 scrapped

AAT

1279 October 1887 2-6-0 19x24-56"

Duluth, South Shore & Atlantic D-1 #78

1892 to Duluth, South Shore & Atlantic D-1 #308

March 1929 sold to Weidman Lumber

AAT

1280 October 1887 4-4-0 18x24-64"

Chicago, Kansas & Nebraska #446

June 1891 to Chicago, Rock Island & Pacific MP-6 #581

to Chicago, Rock Island & Pacific B-15 #581

to Chicago, Rock Island & Pacific E-15 #581

November 1925 scrapped

AAT

1281 October 1887 4-4-0 18x24-64"

Chicago, Kansas & Nebraska #447

1890 sold to Chicago, Rock Island & Pacific MP-6 #582

to Chicago, Rock Island & Pacific B-15 #582

to Chicago, Rock Island & Pacific E-15 #582

December 1922 scrapped

AAT

1282 October 1887 4-4-0 18x24-64"

Chicago, Kansas & Nebraska 3448

June 1891 to Chicago, Rock Island & Pacific MP-6 #583

to Chicago, Rock Island & Pacific MP-6b #583

to Chicago, Rock Island & Pacific B-15 #583

by August 1912 sold to Chicago, Rock Island & Gulf MP-6b #583

to Chicago, Rock Island & Gulf E-15 #583

February 1928 scrapped

AAT

1283 October 1887 4-4-0 18x24-64”  
Chicago, Kansas & Nebraska #449  
June 1891 sold to Chicago, Rock Island & Pacific MP-6 #584  
to Chicago, Rock Island & Pacific B-15 #584  
to Chicago, Rock Island & Pacific E-15 #584  
August 1926 scrapped  
AAT

1284 October 1887 4-40- 18x24-64”  
Chicago, Kansas & Nebraska #450  
June 1891 to Chicago, Rock Island & Pacific MP-6b #541  
to Chicago, Rock Island & Pacific B-15 #541  
to Chicago, Rock Island & Pacific E-15 #541  
May 1917 scrapped  
AAT

1285 October 1887 2-6-0 19x24-56”  
Illinois Central Railroad #380  
1896 to Illinois Central Railroad #511  
1896 to Illinois Central Railroad #827  
1904 to Illinois Central Railroad #1827  
March 1915 scrapped  
AAT

1286 October 1887 2-6-0 19x24-56”  
Illinois Central Railroad #381  
1896 to Illinois Central Railroad #512 (1<sup>st</sup>)  
1896 to Illinois Central Railroad #828  
1904 to Illinois Central Railroad #1828  
February 1916 scrapped  
AAT

1287 October 1887 2-6-0 19x24-56”  
Illinois Central Railroad #382  
1896 to Illinois Central Railroad #513 (1<sup>st</sup>)  
1896 to Illinois Central Railroad #829  
1904 to Illinois Central Railroad #1829  
February 1916 scrapped  
AAT

1288 October 1887 2-6-0 19x24-56”  
Illinois Central Railroad #383 (1<sup>st</sup>)  
July 1890 to Illinois Central Railroad #514 (1<sup>st</sup>)  
1896 to Illinois Central Railroad #830  
1904 to Illinois Central Railroad #1830  
June 1916 scrapped  
AAT, ICR

1289 October 1887 2-6-0 19x24-56”  
Illinois Central Railroad #384 (1<sup>st</sup>)  
July 1890 to Illinois Central Railroad #515  
to Illinois Central Railroad #831  
1904 to Illinois Central Railroad #1831  
February 1916 scrapped  
AAT, ICR

1290 November 1887 2-6-0 14x22-42½”  
Lake County Railroad #4 “Oliver Sproul”  
1897 sold to Manistique & Northwestern #4  
February 1903 sold to Indiana, Illinois & Iowa #60  
by 1905 retired from service  
AAT

1291 November 1887 4-4-0 18x24-64”  
Chicago, Kansas & Nebraska #451  
June 1891 sold to Chicago, Rock Island & Pacific MP-6 #451  
to Chicago, Rock Island & Pacific B-15 #451  
to Chicago, Rock Island & Pacific E-15 #451  
April 1922 scrapped  
AAT

1292 November 1887 4-4-0 18x24-64”  
Chicago, Kansas & Nebraska #452  
June 1891 sold to Chicago, Rock Island & Pacific #452  
post 1919 to Chicago, Rock Island & Pacific #502  
October 1924 scrapped  
AAT

1293 November 1887 4-4-0 18x24-64”

Chicago, Kansas 7 Nebraska #453

June 1891 sold to Chicago, Rock Island & Pacific MP-6 #453

to Chicago, Rock Island & Pacific B-15 #453

to Chicago, Rock Island & Pacific E-15 #453

March 1920 scrapped

AAT

1294 November 1887 4-4-0 18x24-64”

Chicago, Kansas & Nebraska #454

June 1891 to Chicago, Rock Island & Pacific MP-6 #454

to Chicago, Rock Island & Pacific B-15 #454

to Chicago, Rock Island & Pacific E-15 #454

January 1916 scrapped

AAT

1295 November 1887 4-4-0 18x24-64”

Chicago, Kansas & Nebraska #455

June 1891 to Chicago, Rock Island & Pacific MP-6 #455

to Chicago, Rock Island & Pacific B-15 #455

to Chicago, Rock Island & Pacific E-15 #455

January 1919 scrapped

AAT

1296 November 1887 2-6-0 19x24-56”

Chicago, Madison & Northern #385

to Illinois Central Railroad #385 (1<sup>st</sup>)

July 1890 to Illinois Central Railroad #516

1896 to Illinois Central Railroad #832

1904 to Illinois Central Railroad #1832

1917 to Illinois Central Railroad #2832

July 1925 scrapped

AAT, ICR

1297 November 1887 2-6-0 19x24-56”

Chicago, Madison & Northern #386

to Illinois Central Railroad #386 (1<sup>st</sup>)

July 1890 to Illinois Central Railroad #517

1896 to Illinois Central Railroad #833

1904 to Illinois Central Railroad #1833

1917 to Illinois Central Railroad #2833

December 1928 scrapped

AAT, ICR

1298 November 1887 2-6-0 19x24-56”

Chicago, Madison & Northern #387

to Illinois Central Railroad #387 (1<sup>st</sup>)

July 1890 to Illinois Central Railroad #518

1896 to Illinois Central Railroad #834

1904 to Illinois Central Railroad #1834

February 1916 scrapped

AAT, ICR

1299 November 1887 2-6-0 19x24-56”

Chicago, Madison & Northern #388

to Illinois Central Railroad #388 (1<sup>st</sup>)

July 1890 to Illinois Central Railroad #519

1896 to Illinois Central Railroad #835

1904 to Illinois Central Railroad #1835

1917 to Illinois Central Railroad #2835

September 1926 scrapped

AAT, ICR

1300 November 1887 2-6-0 19x24-56”

Chicago, Madison & Northern #389

to Illinois Central Railroad #389 (1<sup>st</sup>)

July 1890 to Illinois Central Railroad #520

1896 to Illinois Central Railroad #836

1904 to Illinois Central Railroad #1836

May 1914 scrapped

AAT, ICR

1301 December 1887 2-6-0 18x24-56½”

Chicago, Madison & Northern #364

1888 to Illinois Central Railroad #364

1890 to Illinois Central Railroad #811

1904 to Illinois Central Railroad #1811

May 1914 scrapped

AAT

1302 December 1887 2-6-0 18x24-56½”

Chicago, Madison & Northern #365

1888 to Illinois Central Railroad #365

1890 to Illinois Central Railroad #812

1904 to Illinois Central Railroad #1812

November 1914 scrapped

AAT

1303 December 1887 2-6-0 18x24-56½”  
Chicago, Madison & Northern #366  
1888 to Illinois Central Railroad #366  
1890 to Illinois Central Railroad #813  
1904 to Illinois Central Railroad #1813  
April 1913 scrapped  
AAT

1304 December 1887 2-6-0 18x24-56½”  
Chicago, Madison & Northern #367  
1888 to Illinois Central Railroad #367  
1890 to Illinois Central Railroad #814  
1904 to Illinois Central Railroad #1814 (1<sup>st</sup>)  
May 1915 scrapped  
AAT

1305 December 1887 2-6-0 18x24-56½”  
Chicago, Madison & Northern #368  
1888 to Illinois Central Railroad #368  
1890 to Illinois Central Railroad #815  
1904 to Illinois Central Railroad #1815  
1917 to Illinois Central Railroad #2815  
December 1916 scrapped  
AAT

1306 December 1887 2-6-0 18x24-56½”  
Chicago, Madison & Northern #369  
1888 to Illinois Central Railroad #369  
1890 to Illinois Central Railroad #816  
1904 to Illinois Central Railroad #1816  
February 1916 scrapped  
AAT

1307 December 1887 2-6-0 18x24-56½”  
Chicago, Madison & Northern #370  
1888 to Illinois Central Railroad #370  
1890 to Illinois Central Railroad #817  
1904 to Illinois Central Railroad #1817  
February 1916 scrapped  
AAT

1308 December 1887 2-6-0 18x24-56½”  
Chicago, Madison & Northern #371  
1888 to Illinois Central Railroad #371  
1890 to Illinois Central Railroad #818  
1904 to Illinois Central Railroad #1818  
February 1916 scrapped  
AAT

1309 December 1887 2-6-0 18x24-56½”  
Chicago, Madison & Northern #372  
1888 to Illinois Central Railroad #372  
1890 to Illinois Central Railroad #819  
1904 to Illinois Central Railroad #1819  
February 1916 scrapped  
AAT

1310 December 1887 2-6-0 18x24-56½”  
Chicago, Madison & Northern #373  
1888 to Illinois Central Railroad #373  
1890 to Illinois Central Railroad #820  
1904 to Illinois Central Railroad #1820  
November 1914 scrapped  
AAT

1311 December 1887 4-4-0 17x24-62”  
Ohio Valley Construction Company #17  
sold to Ohio River Railroad #17  
July 1901 sold to Baltimore & Ohio G-9 #651 (2<sup>nd</sup>)  
1911 retired from service  
AAT

1312 December 1887 4-4-0 17x24-62”  
Ohio Valley Construction Company #18  
sold to Ohio River Railroad #18  
July 1901 sold to Baltimore & Ohio G-9 #652 (2<sup>nd</sup>)  
by 1907 off roster  
AAT

1313 December 1887 4-4-0 17x24-62"

Ohio Valley Construction Company #19

sold to Ohio River Railroad #19

1901 sold to West Virginia Short Line #121

1903 sold to Baltimore & Ohio G-9 #654 (2<sup>nd</sup>)

by 1907 off roster

AAT

1314 December 1887 4-4-0 18x24-64"

Chicago, Kansas & Nebraska #462

June 1891 sold to Chicago, Rock Island & Pacific MP-6 #462

to Chicago, Rock Island & Pacific B-15 #462

to Chicago, Rock Island & Pacific E-15 #462

February 1920 scrapped

AAT

1315 December 1887 4-4-0 18x24-64"

Chicago, Kansas & Nebraska #463

June 1891 sold to Chicago, Rock Island & Pacific MP-6 #463

to Chicago, Rock Island & Pacific B-15 #463

to Chicago, Rock Island & Pacific E-15 #463

March 1917 sold to Hyman Michaels

AAT

1316 December 1887 4-4-0 18x24-64"

Chicago, Kansas & Nebraska #464

June 1891 sold to Chicago, Rock Island & Pacific MP-6 #464

to Chicago, Rock Island & Pacific B-15 #464

to Chicago, Rock Island & Pacific E-15 #464

February 1920 scrapped

AAT

1317 January 1888 4-4-0 18x25-64"

Chicago, Kansas & Nebraska #465

June 1891 sold to Chicago, Rock Island & Pacific MP-6 #465

to Chicago, Rock Island & Pacific B-15 #465

to Chicago, Rock Island & Pacific E-15 #465

1912 sold to Pine Bluff & Northern #465

by August 1913 to Chicago, Rock Island & Gulf E-15 #465

April 1916 in service

AAT

1318 January 1888 4-4-0 18x25-64"

Chicago, Kansas & Nebraska #466

June 1891 sold to Chicago, Rock Island & Pacific MP-6 #466

to Chicago, Rock Island & Pacific B-15 #466

to Chicago, Rock Island & Pacific E-15 #466

October 1912 scrapped

AAT

1319 January 1888 2-6-0 13x18-42"

Long Lake & Muskegon River #1 (Hackley & Hume)

1896 sold to Bartlett Lumber Company

AAT

1320 January 1888 2-6-0 19x24-56"

New York, Chicago & Saint Louis G #69

1910 to New York, Chicago & Saint Louis G #200 (4<sup>th</sup>)

1918 to New York, Chicago & Saint Louis G #250 (2<sup>nd</sup>)

October 1920 scrapped

AAT

1321 January 1888 2-6-0 19x24-56"

New York, Chicago & Saint Louis G #70

1910 to New York, Chicago & Saint Louis G #201 (3<sup>rd</sup>)

1918 to New York, Chicago & Saint Louis G #251 (2<sup>nd</sup>)

November 1920 scrapped

AAT

1322 January 1888 2-6-0 19x24-56"

New York, Chicago & Saint Louis G #71

1910 to New York, Chicago & Saint Louis G #202 (3<sup>rd</sup>)

September 1914 retired from service

AAT

1323 January 1888 2-6-0 19x24-56"

New York, Chicago & Saint Louis G #72

1910 to New York, Chicago & Saint Louis G #203 (2<sup>nd</sup>)

September 1914 retired from service

AAT

1324 January 1888 2-6-0 19x24-56"

New York, Chicago & Saint Louis G #73

1910 to New York, Chicago & Saint Louis G #204 (2<sup>nd</sup>)

1918 to New York, Chicago & Saint Louis G #252 (2<sup>nd</sup>)

November 1920 scrapped

AAT

1325 January 1888 4-4-0 18x25-64”  
 Chicago, Kansas & Nebraska #467  
 June 1891 sold to Chicago, Rock Island & Pacific MP-6 #467  
 to Chicago, Rock Island & Pacific B-14 #467  
 to Chicago, Rock Island & Pacific E-14 #467  
 rebuilt  
 Chicago, Rock Island & Pacific MP-6a #467  
 June 1918 scrapped  
 AAT

1326 January 1888 4-4-0 18x25-64”  
 Chicago, Kansas & Nebraska #468  
 June 1891 sold to Chicago, Rock Island & Pacific MP-6 #468  
 to Chicago, Rock Island & Pacific B-14 #468  
 to Chicago, Rock Island & Pacific E-14 #468  
 rebuilt  
 68” drivers  
 Chicago, Rock Island & Pacific MP-6a #468  
 March 1917 sold to Hyman Michaels  
 AAT

1327 January 1888 4-4-0 18x25-64”  
 Chicago, Kansas & Nebraska #469  
 June 1891 sold to Chicago, Rock Island & Pacific MP-6 #496  
 to Chicago, Rock Island & Pacific B-14 #496  
 to Chicago, Rock Island & Pacific E-14 #496  
 rebuilt  
 68” drivers  
 Chicago, Rock Island & Pacific MP-6a #496  
 January 1916 scrapped  
 AAT

1328 January 1888 4-4-0 18x25-64”  
 Chicago, Kansas & Nebraska #470  
 June 1891 sold to Chicago, Rock Island & Pacific MP-6 #470  
 to Chicago, Rock Island & Pacific B-14 #470  
 to Chicago, Rock Island & Pacific E-14 #470  
 rebuilt  
 68” drivers  
 Chicago, Rock Island & Pacific MP-6a #470  
 June 1918 scrapped  
 AAT

1329 January 1888 4-4-0 18x25-64”  
 Chicago, Kansas & Nebraska #471  
 June 1891 sold to Chicago, Rock Island & Pacific MP-6 #471  
 to Chicago, Rock Island & Pacific B-14 #471  
 to Chicago, Rock Island & Pacific E-14 #471  
 rebuilt  
 68” drivers  
 Chicago, Rock Island & Pacific MP-6a #471  
 July 1921 sold to Rock Island Southern  
 AAT

1330 February 1888 4-4-0 17x24-63”  
 Cincinnati, Wabash & Michigan #18  
 1892 sold to Cleveland, Cincinnati, Chicago & Saint Louis #618  
 1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)  
 C-65b #7088 (1<sup>st</sup>)  
 December 1911 scrapped  
 AAT, BAX

1331 February 1888 2-6-0 3' gauge 15x18-38”  
 J. E. Potts Salt & Lumber Company #1  
 July 1891 sold to Au Sable & Northwestern #1  
 AAT

1332 February 1888 2-6-0 3' gauge 15x18-38”  
 J. E. Potts Salt & Lumber Company #2  
 July 1891 sold to Au Sable & Northwestern #2  
 AAT

1333 March 1888 4-6-0 18x24-56”  
 Milwaukee & Northern #30  
 July 1893 sold to Chicago, Milwaukee & Saint Paul #930 (1<sup>st</sup>)  
 1899 to Chicago, Milwaukee & Saint Paul #5 (3<sup>rd</sup>)  
 1912 to Chicago, Milwaukee & Saint Paul G-2 #2000 (2<sup>nd</sup>)  
 October 1925 scrapped  
 AAT

1334 March 1888 4-6-0 18x24-56”  
 Milwaukee & Northern #31  
 July 1893 sold to Chicago, Milwaukee & Saint Paul #931 (1<sup>st</sup>)  
 1899 to Chicago, Milwaukee & Saint Paul #6 (2<sup>nd</sup>)  
 1912 to Chicago, Milwaukee & Saint Paul G-2 #2001 (2<sup>nd</sup>)  
 June 1926 scrapped  
 AAT

1335 March 1888 4-6-0 18x24-56"

Milwaukee & Northern #32

July 1893 sold to Chicago, Milwaukee & Saint Paul #931 (1<sup>st</sup>)

1899 to Chicago, Milwaukee & Saint Paul #7 (2<sup>nd</sup>)

1912 to Chicago, Milwaukee & Saint Paul G-2 #2002 (2<sup>nd</sup>)

August 1927 scrapped

AAT

1336 February 1888 2-6-0 19x24-56"

Chicago & Atlantic #46

August 1890 sold to Chicago & Erie #518

1895 sold to Erie Railroad F-4 #694

1900 to Erie Railroad #702

March 1916 scrapped at Huntington

AAT

1337 February 1888 2-6-0 19x24-56"

Chicago & Atlantic #47

August 1890 sold to Chicago & Erie #519

1895 sold to Erie Railroad F-4 #695

1900 to Erie Railroad #703

June 1916 scrapped at Huntington

AAT

1338 February 1888 2-6-0 19x24-56"

Chicago & Atlantic #48

August 1890 sold to Chicago & Erie #520

1895 sold to Erie Railroad F-4 #696

1900 to Erie Railroad #704

October 1911 sold as scrap to G. W. Jennings

AAT

1339 February 1888 2-6-0 19x24-56"

Chicago & Atlantic #49

August 1890 sold to Chicago & Erie #521

1895 sold to Erie Railroad F-4 #697

1900 to Erie Railroad #705

May 1912 sold as scrap to Bialowski Brothers

June 1916 scrapped

AAT

1340 February 1888 0-6-0 17x24-50"

Milwaukee & Northern #33

July 1893 sold to Chicago, Milwaukee & Saint Paul #933

1898 to Chicago, Milwaukee & Saint Paul #103 (2<sup>nd</sup>)

1899 to Chicago, Milwaukee & Saint Paul I-2 #1103

October 1918 sold

AAT, CMK

1341 March 1888 4-4-0 18x24-58"

Chicago, Kansas & Nebraska #477

June 1891 sold to Chicago, Rock Island & Pacific MP-6 #477

to Chicago, Rock Island & Pacific B-15 #477

to Chicago, Rock Island & Pacific E-15 #477

rebuilt

64" drivers

Chicago, Rock Island & Pacific MP-6b #477

December 1922 scrapped

AAT

1342 March 1888 4-4-0 18x24-58"

Chicago, Kansas & Nebraska #478

June 189 sold to Chicago, Rock Island & Pacific MP-6 #478

to Chicago, Rock Island & Pacific B-15 #478

to Chicago, Rock Island & Pacific E-15 #478

rebuilt

64" drivers

Chicago, Rock Island & Pacific MP-6b #478

April 1922 scrapped

AAT

1343 March 1888 4-4-0 18x24-58"

Chicago, Kansas & Nebraska #479

June 1891 to Chicago, Rock Island & Pacific MP-6 #479

to Chicago, Rock Island & Pacific B-15 #479

to Chicago, Rock Island & Pacific E-15 #479

rebuilt

64" drivers

Chicago, Rock Island & Pacific MP-6b #479

January 1924 scrapped

AAT



1344 March 1888 4-4-0 18x24-58"

Chicago, Kansas & Nebraska #480

June 1891 sold to Chicago, Rock Island & Pacific MP-6 #480

to Chicago, Rock Island & Pacific B-15 #480

by August 1912 rebuilt

64" drivers

Chicago, Rock Island & Pacific MP-6b #480

to Chicago, Rock Island & Gulf E-15 #480

May 1918 scrapped

AAT

1345 March 1888 4-4-0 18x24-58"

Chicago, Kansas & Nebraska #481

June 1891 sold to Chicago, Rock Island & Pacific MP-6 #481

to Chicago, Rock Island & Pacific B-15 #481

to Chicago, Rock Island & Pacific E-15 #481

rebuilt

64" drivers

1919-1924 off roster

AAT

1346 March 1888 2-6-0 19x24-56"

New York, Chicago & Saint Louis G #74

1910 to New York, Chicago & Saint Louis G #205 (2<sup>nd</sup>)

September 1914 retired from service

AAT

1347 March 1888 2-6-0 19x24-56"

New York, Chicago & Saint Louis G #75

1910 to New York, Chicago & Saint Louis G #206 (2<sup>nd</sup>)

September 1914 retired from service

AAT

1348 March 1888 2-6-0 19x24-56"

New York, Chicago & Saint Louis G #76

1910 to New York, Chicago & Saint Louis G #76

September 1914 retired from service

AAT

1349 March 1888 2-6-0 19x24-56"

Duluth, South Shore & Atlantic #79

1892 to Duluth, South Shore & Atlantic #315

June 1892 sold to Minneapolis, Saint Paul & Sault Sainte Marie D-1 #202

1913 sold to Fairmount & Veblen

June 1915 sold to Minneapolis, Saint Paul & Sault Sainte Marie #202

AAT

1350 March 1888 2-6-0 19x24-56"

Duluth, South Shore & Atlantic #80

1892 to Duluth, South Shore & Atlantic #309

June 1892 sold to Minneapolis, Saint Paul & Sault Sainte Marie D-1 #200

September 1926 scrapped

AAT

1351 March 1888 2-6-0 19x24-56"

Duluth, South Shore & Atlantic #81

1892 to Duluth, South Shore & Atlantic #316

July 1892 sold to Minneapolis, Saint Paul & Sault Sainte Marie D-1 #204

August 1926 scrapped

AAT

1352 March 1888 2-6-0 19x24-56"

Duluth, South Shore & Atlantic #82

1892 to Duluth, South Shore & Atlantic #307

June 1892 sold to Minneapolis, Saint Paul & Sault Sainte Marie D-1 #203

AAT

1353 March 1888 2-6-0 19x24-56"

Duluth, South Shore & Atlantic #83

1892 to Duluth, South Shore & Atlantic #310

June 1892 sold to Minneapolis, Saint Paul & Sault Sainte Marie D-1 #201

AAT

1354 March 1888 2-6-0 19x24-56"

Duluth, South Shore & Atlantic #84

1892 to Duluth, South Shore & Atlantic #312

1896 to Duluth, South Shore & Atlantic #309 (2<sup>nd</sup>)

June 1933 sold as scrap to Duluth Iron & Metal Company

AAT

1355 March 1888 2-6-0 19x24-56”  
 Duluth, South Shore & Atlantic #85  
 1892 to Duluth, South Shore & Atlantic #313  
 August 1892 sold to Minneapolis, Saint Paul & Sault Sainte Marie D-1  
 #207  
 October 1926 scrapped  
 AAT

1356 March 1888 2-6-0 19x24-56”  
 Duluth, South Shore & Atlantic #86  
 1892 to Duluth, South Shore & Atlantic #317  
 August 1892 sold to Minneapolis, Saint Paul & Sault Sainte Marie D-1  
 #206  
 AAT

1357 March 1888 2-6-0 19x24-56”  
 Duluth, South Shore & Atlantic #87 (1<sup>st</sup>)  
 1892 to Duluth, South Shore & Atlantic #67 (2<sup>nd</sup>)  
 1896 to Duluth, South Shore & Atlantic D-1 #311  
 December 1926 sold to Weidman Lumber; Trout Creek, Michigan  
 AAT

1358 March 1888 2-6-0 19x24-56”  
 Duluth, South Shore & Atlantic #88 (1<sup>st</sup>)  
 1892 to Duluth, South Shore & Atlantic #68 (2<sup>nd</sup>)  
 1896 to Duluth, South Shore & Atlantic #318  
 September 1892 sold to Minneapolis, Saint Paul & Sault Sainte Marie  
 D-1 #205  
 1914 sold to Fairmount & Veblen Railroad  
 June 1915 sold to Minneapolis, Saint Paul & Sault Sainte Marie #205  
 AAT

1359 April 1888 2-6-0 19x24-55”  
 Cincinnati, Sandusky & Cleveland #112  
 October 1890 sold to Cleveland, Cincinnati, Chicago & Saint Louis #215  
 1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)  
 Ex #6371 (1<sup>st</sup>)  
 January 1912 scrapped  
 AAT, BAX

1360 April 1888 2-6-0 19x24-55”  
 Cincinnati, Sandusky & Cleveland #113  
 October 1890 sold to Cleveland, Cincinnati, Chicago & Saint Louis #143  
 by 1899 off roster  
 AAT

1361 April 1888 4-4-0 18x24-58”  
 Chicago, Kansas & Nebraska #482  
 June 1891 sold to Chicago, Rock Island & Pacific MP-19 #482  
 to Chicago, Rock Island & Pacific B-15 #482  
 to Chicago, Rock Island & Pacific E-15 #482  
 rebuilt  
 64” drivers  
 Chicago, Rock Island & Pacific MP-6b #482  
 September 1919 scrapped  
 AAT

1362 April 1888 4-4-0 18x24-58”  
 Chicago, Kansas & Nebraska #483  
 June 1891 sold to Chicago, Rock Island & Pacific MP-19 #483  
 to Chicago, Rock Island & Pacific B-15 #483  
 rebuilt  
 64” drivers  
 Chicago, Rock Island & Pacific MP-6b #483  
 by August 1912 to Chicago, Rock Island & Gulf E-15 #483  
 November 1922 scrapped  
 AAT

1363 April 1888 4-4-0 18x24-58”  
 Chicago, Kansas & Nebraska #484  
 June 1891 sold to Chicago, Rock Island & Pacific MP-19 #484  
 to Chicago, Rock Island & Pacific B-15 #484  
 to Chicago, Rock Island & Pacific E-15 #484  
 rebuilt  
 64” drivers  
 Chicago, Rock Island & Pacific MP-6b #484  
 September 1916 scrapped  
 AAT

1364 April 1888 4-4-0 18x24-58"

Chicago, Kansas & Nebraska #485

June 1891 sold to Chicago, Rock Island & Pacific MP-19 #485

to Chicago, Rock Island & Pacific B-15 #485

to Chicago, Rock Island & Pacific E-15 #485

rebuilt

64" drivers

Chicago, Rock Island & Pacific MP-6b #485

July 1921 sold to Rock Island Southern

AAT

1365 April 1888 4-4-0 18x24-58"

Chicago, Kansas & Nebraska #486

June 1891 to Chicago, Rock Island & Pacific MP-19 #486

to Chicago, Rock Island & Pacific B-15 #486

to Chicago, Rock Island & Pacific E-15 #486

rebuilt

64" drivers

Chicago, Rock Island & Pacific MP-6b #486

by 1912 retired from service

AAT

1366 April 1888 4-6-0 18x24-57"

Ohio Valley Construction Company #20

sold to Ohio River Railroad #20 (1<sup>st</sup>)

to Ohio River Railroad #30

July 1901 sold to Baltimore & Ohio B-30 #296 (4<sup>th</sup>)

1911 retired from service

AAT

1367 April 1888 4-6-0 18x24-57"

Ohio Valley Construction Company #21

sold to Ohio River Railroad #21

to Ohio River Railroad #31

July 1901 sold to Baltimore & Ohio B-30 #297 (3<sup>rd</sup>)

June 1910 sold to Georgia Car & Locomotive Company #121

November 1911 sold to Ocala Northern #111

sold to Georgia Car & Locomotive Company #262

January 3, 1916 sold to Kelly Clark Lumber Company #6

AAT

1368 April 1888 4-6-0 18x24-57"

Ohio Valley Construction Company #22

sold to Ohio River Railroad #22

to Ohio River Railroad #32

July 1901 sold to Baltimore & Ohio B-30 #298 (3<sup>rd</sup>)

1902 exploded

AAT

1369 April 1888 4-6-0 18x24-57"

Ohio Valley Construction Company #23

sold to Ohio River Railroad #23

to Ohio River Railroad #33

July 1901 sold to Baltimore & Ohio B-30 #299 (3<sup>rd</sup>)

1912 retired from service

AAT

1370 April 1888 2-6-0 15x24-48"

Allegheny & Kinzua #3

1899 sold to J. R. Droney Lumber

sold to Girard Lumber Company

AAT

1371 April 1888 4-4-0 18x24-58"

Chicago, Kansas & Nebraska #487

June 1891 sold to Chicago, Rock Island & Pacific MP-19 #487

to Chicago, Rock Island & Pacific B-15 #487

to Chicago, Rock Island & Pacific E-15 #487

rebuilt

64" drivers

Chicago, Rock Island & Pacific MP-6b #487

August 1920 sold to J. S. Connelly

AAT

1372 April 1888 4-4-0 18x24-58"

Chicago, Kansas & Nebraska #488

June 1891 sold to Chicago, Rock Island & Pacific MP-19 #488

to Chicago, Rock Island & Pacific B-15 #488

to Chicago, Rock Island & Pacific E-15 #488

rebuilt

64" drivers

Chicago, Rock Island & Pacific MP-6b #488

February 1924 scrapped

AAT

1373 April 1888 4-4-0 18x24-58"

Chicago, Kansas & Nebraska #489

June 1891 sold to Chicago, Rock Island & Pacific MP-19 #489

to Chicago, Rock Island & Pacific B-15 #489

to Chicago, Rock Island & Pacific E-15 #489

rebuilt

64" drivers

Chicago, Rock Island & Pacific MP-6b #489

June 1916 scrapped

AAT

1374 April 1888 4-4-0 18x24-58"

Chicago, Kansas & Nebraska #490

June 1891 sold to Chicago, Rock Island & Pacific MP-19 #490

to Chicago, Rock Island & Pacific B-15 #490

to Chicago, Rock Island & Pacific E-15 #490

rebuilt

64" drivers

Chicago, Rock Island & Pacific MP-6b #490

June 1918 scrapped

AAT

1375 April 1888 4-4-0 18x24-58"

Chicago, Kansas & Nebraska #491

June 1891 sold to Chicago, Rock Island & Pacific MP-19 #491

to Chicago, Rock Island & Pacific B-15 #491

to Chicago, Rock Island & Pacific E-15 #491

rebuilt

64" drivers

Chicago, Rock Island & Pacific MP-6b #491

September 1916 scrapped

AAT

1376 May 1888 0-6-0 17x24-48"

Lakeside & Marblehead #1 (2<sup>nd</sup>)

AAT

1377 November 1888 0-6-0 17x24-48"

Cleveland & Canton #2 (2<sup>nd</sup>)

1892 sold to Cleveland, Canton & Southern #2

September 1899 sold to Wheeling & Lake Erie B-1 #10 (2<sup>nd</sup>)

1905 to Wheeling & Lake Erie B-1 #26 (3<sup>rd</sup>)

1919 to Wheeling & Lake Erie B-1 #1801

July 1923 scrapped

AAT

1378 November 1888 0-6-0 17x24-48"

Cleveland & Canton #3 (2<sup>nd</sup>)

1892 sold to Cleveland, Canton & Southern #3

September 1899 sold to Wheeling & Lake Erie B-1 #11 (2<sup>nd</sup>)

1905 to Wheeling & Lake Erie B-1 #27 (4<sup>th</sup>)

1920 to Wheeling & Lake Erie B-1 #1802

September 1921 scrapped

AAT

1379 November 1888 0-6-0 17x24-48"

Cleveland & Canton #4

1892 sold to Cleveland, Canton & Southern #4

September 1899 sold to Wheeling & Lake Erie B-1 #4 (2<sup>nd</sup>)

1902 to Wheeling & Lake Erie B-1 #15 (3<sup>rd</sup>)

1905 to Wheeling & Lake Erie B-1 #28 (4<sup>th</sup>)

April 1919 sold to General Equipment Company

AAT

1380 June 1888 4-4-0 18x26-62"

Union Pacific #781

1901 sold to Colorado & Wyoming #102

November 1902 sold to Fort Worth & Denver City C-2r #40

March 1925 scrapped

AAT

1381 June 1888 4-4-0 18x26-62"

Union Pacific #782

1901 scrapped

AAT

1382 May 1888 4-4-0 18x26-62"

Union Pacific #783

August 1904 sold to Texas & New Orleans #247

1913 to Texas & New Orleans #217 (2<sup>nd</sup>)

May 1929 scrapped

AAT

1383 June 1888 4-4-0 18x26-62"

Union Pacific #784

November 1902 sold to Hicks Locomotive

November 1902 sold to Fort Worth & Denver City C-2q #39

February 1930 scrapped

AAT

1384 June 1888 4-4-0 18x26-63"

Union Pacific #785

1915 to Union Pacific #697 (2<sup>nd</sup>)

to Union Pacific #928

May 1916 off roster

AAT

1385 June 1888 4-4-0 18x26-62"

Union Pacific #786

1910 scrapped

AAT

1386 June 1888 4-4-0 18x26-62"

Union Pacific #787

1909 sold to Chicago, Memphis & Gulf #3

by August 1920 off roster

AAT

1387 June 1888 4-4-0 18x26-62"

Union Pacific #788

January 1910 sold to Denver, Laramie & Northwestern #2

AAT

1388 June 1888 4-4-0 18x26-62"

Union Pacific #789

1915 to Union Pacific #699 (2<sup>nd</sup>)

1918 rebuilt

snowplow

September 1921 to Union Pacific #930

AAT

1389 June 1888 4-4-0 18x26-62"

Union Pacific #790

1903 sold to F. M. Hicks

AAT

1390 June 1888 4-4-0 17x24-63"

Cincinnati, Wabash & Michigan #19

1892 sold to Cleveland, Cincinnati, Chicago & Saint Louis #619

1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)

C-65b #7089 (1<sup>st</sup>)

December 1911 scrapped

AAT, BAX

1391 June 1888 4-4-0 17x24-63"

Cincinnati, Wabash & Michigan #20

1892 sold to Cleveland, Cincinnati, Chicago & Saint Louis #620

1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)

C-65b #7090 (1<sup>st</sup>)

December 1911 scrapped

AAT, BAX

1392 June 1888 4-4-0 18x24-58"

Chicago, Kansas & Nebraska #492

June 1891 sold to Chicago, Rock Island & Pacific MP-19 #492

to Chicago, Rock Island & Pacific B-15 #492

to Chicago, Rock Island & Pacific E-15 #492

rebuilt

64" drivers

Chicago, Rock Island & Pacific MP-6b #492

March 1920 scrapped

AAT

1393 June 1888 4-4-0 18x24-58"

Chicago, Kansas & Nebraska #493

June 1891 sold to Chicago, Rock Island & Pacific MP-19 #493

to Chicago, Rock Island & Pacific B-15 #493

to Chicago, Rock Island & Pacific E-15 #493

rebuilt

64" drivers

Chicago, Rock Island & Pacific MP-6b #493

June 1916 scrapped

AAT

1394 June 1888 4-4-0 18x24-58"  
 Chicago, Kansas & Nebraska #494  
 June 1891 sold to Chicago, Rock Island & Pacific MP-19 #494  
 to Chicago, Rock Island & Pacific B-15 #494  
 to Chicago, Rock Island & Pacific E-15 #494  
 rebuilt  
 64" drivers  
 Chicago, Rock Island & Pacific MP-6b #494  
 February 1924 scrapped  
 AAT

1395 June 1888 4-4-0 18x24-58"  
 Chicago, Kansas & Nebraska #494  
 June 1891 sold to Chicago, Rock Island & Pacific MP-19 #495  
 to Chicago, Rock Island & Pacific B-15 #495  
 to Chicago, Rock Island & Pacific E-15 #495  
 rebuilt  
 64" drivers  
 Chicago, Rock Island & Pacific MP-6b #495  
 May 1922 scrapped  
 AAT

1396 June 1888 4-4-0 18x24-58"  
 Chicago, Kansas & Nebraska #496  
 June 1891 sold to Chicago, Rock Island & Pacific MP-19 #496  
 to Chicago, Rock Island & Pacific B-15 #496  
 to Chicago, Rock Island & Pacific E-15 #496  
 rebuilt  
 64" drivers  
 Chicago, Rock Island & Pacific MP-6b #496  
 October 1917 to Anthony & Northern #4  
 December 1919 sold to Wichita Northwestern #4  
 AAT

1397 June 1888 0-4-0T 2'6" gauge 8x14-28"  
 North Western Mining & Excavating Company #4; McKean,  
 Pennsylvania  
 AAT

1398 June 1888 0-4-0T 2'6" gauge 8x14-28"  
 North Western Mining & Excavating Company #5; McKean,  
 Pennsylvania  
 AAT

1399 November 1888 4-4-0 16x24-68"  
 Cleveland & Canton #44  
 1892 sold to Cleveland, Canton & Southern #44  
 September 1899 sold to Wheeling & Lake Erie D-2 #44 (3<sup>rd</sup>)  
 1904 to Wheeling & Lake Erie D-2 #311  
 December 1908 retired from service  
 May 1909 scrapped  
 AAT

1400 November 1888 4-4-0 16x24-68"  
 Cleveland & Canton #45  
 1892 sold to Cleveland, Canton & Southern #45  
 September 1899 sold to Wheeling & Lake Erie D-2 #45 (3<sup>rd</sup>)  
 1905 to Wheeling & Lake Erie D-2 #312  
 December 1915 retired from service  
 January 1917 sold to I. Gerson & Sons  
 AAT

1401 November 1888 4-4-0 16x24-68"  
 Cleveland & Canton #46  
 1892 sold to Cleveland, Canton & Southern #46  
 September 1899 sold to Wheeling & Lake Erie D-2 #46 (3<sup>rd</sup>)  
 1905 to Wheeling & Lake Erie D-2 #313  
 June 1923 scrapped  
 AAT

1402 June 1888 4-4-0 15x22-56"  
 Lake Erie, Sussex & Detroit River #1  
 1892 sold to Lake Erie & Detroit River #1  
 1899 to Lake Erie & Detroit River #41  
 March 1904 sold to Pere Marquette #810  
 AAT

1403 November 1888 2-6-0 18x24-56"  
 Cleveland & Canton #18 (2<sup>nd</sup>)  
 1892 sold to Cleveland, Canton & Southern #18  
 August 1899 sold to Wheeling & Lake Erie F-1 #143  
 1904 to Wheeling & Lake Erie F-1 #600  
 July 1918 retired from service  
 June 1923 scrapped  
 AAT

1404 November 1888 2-6-0 19x24-56”  
Cleveland & Canton #19 (2<sup>nd</sup>)  
1892 sold to Cleveland, Canton & Southern #19  
August 1899 sold to Wheeling & Lake Erie F-1 #144  
1905 to Wheeling & Lake Erie F-1 #601  
June 1914 retired from service  
January 1917 sold to I. Gerson & Sons  
AAT

1405 November 1888 2-6-0 19x24-56”  
Cleveland & Canton #20 (2<sup>nd</sup>)  
1892 sold to Cleveland, Canton & Southern #20  
August 1899 sold to Wheeling & Lake Erie F-1 #145  
1906 to Wheeling & Lake Erie F-1 #602  
May 1915 retired from service  
January 1917 sold to I. Gerson & Sons  
AAT

1406 November 1888 2-6-0 19x24-56”  
Cleveland & Canton #21 (2<sup>nd</sup>)  
1892 sold to Cleveland, Canton & Southern #21  
August 1899 sold to Wheeling & Lake Erie #146  
1906 to Wheeling & Lake Erie #603  
November 1917 sold  
AAT

1407 November 1888 2-6-0 19x24-56”  
Cleveland & Canton #22 (2<sup>nd</sup>)  
1892 sold to Cleveland, Canton & Southern #22  
August 1899 sold to Wheeling & Lake Erie F-1 #147  
1908 to Wheeling & Lake Erie F-1 #604  
March 1913 scrapped  
AAT

1408 November 1888 2-6-0 19x24-56”  
Cleveland & Canton #23 (2<sup>nd</sup>)  
1892 sold to Cleveland, Canton & Southern #23  
August 1899 sold to Wheeling & Lake Erie F-1 #148  
1905 to Wheeling & Lake Erie F-1 #605  
March 1913 scrapped  
AAT

1409 July 1888 2-6-0 18x24-57”  
Cleveland, Lorain & Wheeling #33  
1895 to Cleveland, Lorain & Wheeling #44  
1902 sold to Baltimore & Ohio K-9 #907 (2<sup>nd</sup>)  
to Baltimore & Ohio K-9 #915 (2<sup>nd</sup>)  
1915 retired from service  
AAT

1410 July 1888 2-6-0 18x24-57”  
Cleveland, Lorain & Wheeling #34  
1895 to Cleveland, Lorain & Wheeling #45  
1902 sold to Baltimore & Ohio K-9 #908 (2<sup>nd</sup>)  
May 1907 sold to Canadian Northern Quebec #54  
to Canadian Northern Quebec #46  
1915 sold to Canadian Northern Railway D-7a #120  
January 1917 scrapped  
AAT

1411 July 1888 2-6-0 18x24-57”  
Cleveland, Lorain & Wheeling #35 “C. L. Cutter”  
1895 to Cleveland, Lorain & Wheeling #46  
1902 sold to Baltimore & Ohio K-9 #916 (2<sup>nd</sup>)  
1912 off roster  
AAT

1412 August 1888 4-4-0 17x24-69”  
Lake Shore & Michigan Southern F #220  
1905 to Lake Shore & Michigan Southern #4103  
to Lake Shore & Michigan Southern #4173  
March 1908 rebuilt  
November 1918 scrapped  
AAT

1413 August 1888 4-4-0 17x24-69”  
Lake Shore & Michigan Southern F #224  
1905 to Lake Shore & Michigan Southern R-1 #4104  
to Lake Shore & Michigan Southern C-51a #4174  
January 1907 rebuilt  
November 1918 scrapped  
AAT

1414 August 1888 2-6-0 19x24-56"  
New York, Chicago & Saint Louis G #77  
1910 to New York, Chicago & Saint Louis G #208 (3<sup>rd</sup>)  
1918 to New York, Chicago & Saint Louis G #253 (2<sup>nd</sup>)  
1920 scrapped  
AAT

1415 August 1888 2-6-0 19x24-56"  
New York, Chicago & Saint Louis G #78  
1910 to New York, Chicago & Saint Louis G #209 (4<sup>th</sup>)  
September 1914 scrapped  
AAT

1416 August 1888 2-6-0 19x24-56"  
New York, Chicago & Saint Louis G #79  
1910 to New York, Chicago & Saint Louis G #210 (3<sup>rd</sup>)  
1918 to New York, Chicago & Saint Louis G #254 (2<sup>nd</sup>)  
November 1920 scrapped  
AAT

1417 August 1888 2-6-0 19x24-56"  
New York, Chicago & Saint Louis G #80  
1910 to New York, Chicago & Saint Louis G #211 (3<sup>rd</sup>)  
September 1916 scrapped  
AAT

1418 August 1888 2-6-0 19x24-56"  
New York, Chicago & Saint Louis G #81  
1910 to New York, Chicago & Saint Louis G #212 (3<sup>rd</sup>)  
September 1916 scrapped  
AAT

1419 August 1888 2-6-0 19x24-56"  
New York, Chicago & Saint Louis G #82  
1910 to New York, Chicago & Saint Louis G #213 (3<sup>rd</sup>)  
September 1914 scrapped  
AAT

1420 August 1888 2-6-0 19x24-56"  
New York, Chicago & Saint Louis G #83  
1910 to New York, Chicago & Saint Louis G #214 (3<sup>rd</sup>)  
June 1916 scrapped  
AAT

1421 August 1888 2-8-0 20x24-50"  
New York, Pennsylvania & Ohio #665  
1895 sold to Erie Railroad H-8 #1280  
May 1922 scrapped  
AAT

1422 August 1888 2-8-0 20x24-50"  
New York, Pennsylvania & Ohio #666  
1895 sold to Erie Railroad H-8 #1281  
December 1915 scrapped  
AAT

1423 August 1888 2-8-0 20x24-50"  
New York, Pennsylvania & Ohio #667  
1895 sold to Erie Railroad H-8 #1282  
August 1920 sold to Monterrey Iron & Steel Company #2101; Mexico  
sold to National of Mexico #2101A  
AAT

1424 August 1888 2-8-0 20x24-50"  
New York, Pennsylvania & Ohio #668  
1895 sold to Erie Railroad H-8 #1283  
November 1905 scrapped  
AAT

1425 August 1888 2-8-0 20x24-50"  
New York, Pennsylvania & Ohio #669  
1895 sold to Erie Railroad H-8 #1284  
January 1920 sold to Dayton, Toledo & Chicago  
AAT

1426 August 1888 2-8-0 20x24-50"  
New York, Pennsylvania & Ohio #670  
1895 sold to Erie Railroad H-8 #1285  
December 1921 sold to Dayton, Toledo & Chicago  
AAT

1427 September 1888 2-8-0 20x24-50"  
New York, Pennsylvania & Ohio #671  
1895 sold to Erie Railroad H-8 #1286  
October 1925 scrapped  
AAT



1428 September 1888 2-8-0 20x24-50"  
 New York, Pennsylvania & Ohio #672  
 1895 sold to Erie Railroad H-8 #1287  
 December 1921 scrapped  
 AAT

1429 September 1888 2-8-0 20x24-50"  
 New York, Pennsylvania & Ohio #673  
 1895 sold to Erie Railroad H-8 #1288  
 November 1905 scrapped  
 AAT

1430 September 1888 2-8-0 20x24-50"  
 New York, Pennsylvania & Ohio #674  
 1895 sold to Erie Railroad H-8 #1289  
 September 1921 scrapped  
 AAT

1431 September 1888 2-6-4T 16x24-48"  
 Chattanooga & Lookout Mountain #1 "Mississippi" (order cancelled)  
 rebuilt as 2-6-0  
 1892 sold to Drake & Stratton Company #11  
 1901 sold to North Algiers & Southern Lumber Company  
 AAT

1432 September 1888 4-4-0 17x24-62"  
 Milwaukee & Northern #34  
 July 1893 sold to Chicago, Milwaukee & Saint Paul #34  
 1895 to Chicago, Milwaukee & Saint Paul #934  
 1899 to Chicago, Milwaukee & Saint Paul #723 (2<sup>nd</sup>)  
 1912 to Chicago, Milwaukee & Saint Paul H-6c #531 (2<sup>nd</sup>)  
 May 1926 scrapped  
 AAT, CMK

1433 September 1888 4-4-0 17x24-62"  
 Milwaukee & Northern #35  
 July 1893 sold to Chicago, Milwaukee & Saint Paul #35  
 1894 to Chicago, Milwaukee & Saint Paul #935  
 1899 to Chicago, Milwaukee & Saint Paul #724 (2<sup>nd</sup>)  
 1912 to Chicago, Milwaukee & Saint Paul H-6c #532 (2<sup>nd</sup>)  
 September 1926 scrapped  
 AAT, CMK

1434 October 1888 2-6-0 19x24-57"  
 Lake Shore & Michigan Southern Oa #400  
 1902 to Lake Shore & Michigan Southern #211  
 1905 to Lake Shore & Michigan Southern #5300  
 April 1909 to Michigan Central E-47c #8380  
 September 1923 retired from service  
 AAT

1437 1888 2-6-0  
 Lake Shore & Michigan Southern #5303  
 May 1909 to New York Central (Michigan Central) E-47c #8382 (1<sup>st</sup>)  
 March 1923 retired from service  
 BAX

1447 00/1888 2-6-0  
 Illinois Central Railroad #390 (1<sup>st</sup>)  
 July 1890 to Illinois Central Railroad #521  
 ICR

1448 00/1888 2-6-0  
 Illinois Central Railroad #391 (1<sup>st</sup>)  
 July 1890 to Illinois Central Railroad #522  
 ICR

1449 00/1888 2-6-0  
 Illinois Central Railroad #392 (1<sup>st</sup>)  
 July 1890 to Illinois Central Railroad #523  
 ICR

1450 00/1888 2-6-0  
 Illinois Central Railroad #393 (1<sup>st</sup>)  
 July 1890 to Illinois Central Railroad #524  
 ICR

1451 00/1888 2-6-0  
 Illinois Central Railroad #394 (1<sup>st</sup>)  
 July 1890 to Illinois Central Railroad #525  
 ICR

1452 00/1888 2-6-0  
 Illinois Central Railroad #395 (1<sup>st</sup>)  
 July 1890 to Illinois Central Railroad #526  
 ICR

1453 00/1888 2-6-0  
 Illinois Central Railroad #396 (1<sup>st</sup>)  
 July 1890 to Illinois Central Railroad #527  
 ICR

1475 00/1888 2-6-0  
 Illinois Central Railroad #397 (1<sup>st</sup>)  
 July 1890 to Illinois Central Railroad #528  
 ICR

1476 00/1888 2-6-0  
 Illinois Central Railroad #398 (1<sup>st</sup>)  
 July 1890 to Illinois Central Railroad #529  
 ICR

1477 00/1888 2-6-0  
 Illinois Central Railroad #399 (1<sup>st</sup>)  
 July 1890 to Illinois Central Railroad #530  
 ICR

1478 00/1888 2-6-0  
 Illinois Central Railroad #400 (1<sup>st</sup>)  
 July 1890 to Illinois Central Railroad #531  
 ICR

1479 December 1888 2-6-0 18x24-56½”  
 Illinois Central Railroad #401 (1<sup>st</sup>)  
 July 1890 to Illinois Central Railroad #532  
 1896 to Illinois Central Railroad #848  
 1904 to Illinois Central Railroad #1848  
 February 1916 scrapped  
 AAT, ICR

1480 December 1888 2-6-0 18x24-56½”  
 Illinois Central Railroad #402 (1<sup>st</sup>)  
 July 1890 to Illinois Central Railroad #533  
 1896 to Illinois Central Railroad #849  
 1904 to Illinois Central Railroad #1849  
 May 1915 scrapped  
 AAT, ICR

1481 December 1888 2-6-0 18x24-56½”  
 Illinois Central Railroad #403 (1<sup>st</sup>)  
 July 1890 to Illinois Central Railroad #534  
 1896 to Illinois Central Railroad #850  
 1904 to Illinois Central Railroad #1850  
 February 1916 scrapped  
 AAT, ICR

1482 January 1889 0-6-0 18x24-52”  
 Chicago, Kansas & Nebraska #49  
 1888 sold to Chicago, Rock Island & Pacific #499 (1<sup>st</sup>)  
 1888 to Chicago, Rock Island & Pacific #74  
 1901 to Chicago, Rock Island & Pacific #62  
 October 1926 scrapped  
 AAT

1483 January 1889 2-6-0 19x24-58”  
 Chicago, Kansas & Nebraska #519  
 June 1891 sold to Chicago, Rock Island & Pacific #720  
 1911 rebuilt  
 18” bore  
 May 1934 scrapped  
 AAT

1484 January 1889 2-6-0 19x24-58”  
 Chicago, Kansas & Nebraska #520  
 June 1891 sold to Chicago, Rock Island & Pacific #721  
 rebuilt  
 51” drivers  
 April 1925 scrapped  
 AAT

1485 January 1889 2-6-0 19x24-58”  
 Chicago, Kansas & Nebraska #521  
 June 1891 sold to Chicago, Rock Island & Pacific #722  
 1911 rebuilt  
 18” bore  
 March 1924 scrapped  
 AAT

1486 January 1889 2-6-0 19x24-58”  
Chicago, Kansas & Nebraska #522  
June 1891 sold to Chicago, Rock Island & Pacific #723  
rebuilt  
51” drivers  
December 1923 scrapped  
AAT

1487 January 1889 2-6-0 19x24-58”  
Chicago, Kansas & Nebraska #523  
June 1891 sold to Chicago, Rock Island & Pacific #724  
rebuilt  
51” drivers  
June 1922 scrapped  
AAT

1488 January 1889 2-6-0 19x24-58”  
Chicago, Kansas & Nebraska #524  
June 1891 sold to Chicago, Rock Island & Pacific #725  
1911 rebuilt  
18” bore  
May 1934 scrapped  
AAT

1489 January 1889 2-6-0 19x24-58”  
Chicago, Kansas & Nebraska #525  
June 1891 sold to Chicago, Rock Island & Pacific #726  
rebuilt  
51” drivers  
May 1927 scrapped  
AAT

1490 January 1889 2-6-0 19x24-58”  
Chicago, Kansas & Nebraska #526  
June 1891 sold to Chicago, Rock Island & Pacific #727  
1911 rebuilt  
18” bore  
October 1925 scrapped  
AAT

1491 January 1889 2-6-0 19x24-58”  
Chicago, Kansas & Nebraska #527  
June 1891 sold to Chicago, Rock Island & Pacific #728  
1911 rebuilt  
18” bore  
April 1928 scrapped  
AAT

1512 March 1889 4-4-0 17x24-62”  
Milwaukee & Northern #36  
July 1893 sold to Chicago, Milwaukee & Saint Paul #936 (1<sup>st</sup>)  
1899 to Chicago, Milwaukee & Saint Paul #725 (2<sup>nd</sup>)  
1912 to Chicago, Milwaukee & Saint Paul H-6c #533 (2<sup>nd</sup>)  
January 1926 scrapped  
AAT, CMK

1513 March 1889 4-4-0 17x24-62”  
Milwaukee & Northern #37  
July 1893 sold to Chicago, Milwaukee & Saint Paul #937 (1<sup>st</sup>)  
1899 to Chicago, Milwaukee & Saint Paul #726 (2<sup>nd</sup>)  
1912 to Chicago, Milwaukee & Saint Paul H-6c #534 (2<sup>nd</sup>)  
October 1926 scrapped  
AAT, CMK

1514 March 1889 4-6-0 18x24-56”  
Milwaukee & Northern #38  
July 1893 sold to Chicago, Milwaukee & Saint Paul #938 (1<sup>st</sup>)  
1899 to Chicago, Milwaukee & Saint Paul #8 (2<sup>nd</sup>)  
1912 to Chicago, Milwaukee & Saint Paul G-2 #2003 (2<sup>nd</sup>)  
July 1927 scrapped  
AAT

1515 March 1889 2-6-0 13x18-43”  
Long Lake & Muskegon River #2 “Thomas Hume” (Hackley & Hume)  
sold to Charles Merrill Company #2  
AAT

1516 March 1889 4-4-2T 15x24-48”  
Chattanooga & Lookout Mountain #2  
repossessed  
rebuilt  
4-4-0 47” drivers  
1892 sold to Middlesex Valley #2  
August 1903 sold to Lehigh Valey  
1905 sold to Marcellus & Otisco Lake #2 (1<sup>st</sup>)  
AAT

1517 March 1889 4-4-2T 15x24-48”  
Chattanooga & Lookout Mountain #3  
repossessed  
rebuilt  
4-4-0 47” drivers  
1892 sold to Bath & Hammondsport #8 “Charles W. Drake”  
August 1912 sold  
AAT

1518 March 1889 2-6-0 18x24-57”  
Lake Erie & Western N-6 #54  
1905 sold to New York Central E-40 #5330  
November 1908 rebuilt  
New York Central E-46a #5330  
1924 sold to New York, Chicago & Saint Louis E-40a #310 (2<sup>nd</sup>)  
October 1925 retired from service  
November 1925 scrapped  
AAT

1519 March 1889 2-6-0 18x24-57”  
Lake Erie & Western N-6 #55  
1905 sold to New York Central E-40 #5331  
March 1909 rebuilt  
New York Central E-40a #5331  
August 1923 scrapped  
AAT

1520 March 1889 2-6-0 18x24-57”  
Lake Erie & Western N-6 #56  
1905 sold to New York Central E-40 #5332  
October 1908 rebuilt  
New York Central E-40a #5332  
1924 sold to New York, Chicago & Saint Louis E-40a #311 (2<sup>nd</sup>)  
October 1924 retired from service  
AAT

1521 March 1889 2-6-0 18x24-57”  
Lake Erie & Western N-6 #57  
1905 sold to New York Central E-40 #5333  
January 1908 rebuilt  
New York Central E-40a #5333  
August 1923 retired from service  
AAT

1522 March 1889 2-6-0 18x24-56”  
Lake Erie & Western N-6 #58  
1905 sold to New York Central E-40 #5334  
February 1908 rebuilt  
New York Central E-40a #5334  
August 1923 scrapped  
AAT

1523 April 1889 2-6-0 19x24-56”  
Cleveland & Canton #16 (2<sup>nd</sup>)  
1892 sold to Cleveland, Canton & Southern #16  
August 1899 sold to Wheeling & Lake Erie F-1 #141  
1904 to Wheeling & Lake Erie F-1 #606  
January 1917 sold to I. Gerson & Sons  
AAT

1524 April 1889 2-6-0 19x24-56”  
Cleveland & Canton #17 (2<sup>nd</sup>)  
1892 sold to Cleveland, Canton & Southern #17  
August 1899 sold to Wheeling & Lake Erie #142  
1904 to Wheeling & Lake Erie F-1 #607  
August 1911 scrapped  
AAT

1525 April 1889 4-4-0 17x24-63”  
Cincinnati, Wabash & Michigan #22  
1892 sold to Cleveland, Cincinnati, Chicago & Saint Louis #622  
1905 sold to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) C-65b #7092 (1<sup>st</sup>)  
December 1911 scrapped  
AAT, BAX

1526 April 1889 4-4-0 17x24-63”  
Cincinnati, Wabash & Michigan #23  
1892 sold to Cleveland, Cincinnati, Chicago & Saint Louis #623  
1905 sold to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) C-65b #7093 (1<sup>st</sup>)  
December 1911 scrapped  
AAT, BAX

1527 April 1889 2-6-0 15x24-56”  
Lake Erie, Essex & Detroit River #3  
1892 sold to Lake Erie & Detroit River #3  
1899 to Lake Erie & Detroit River #33  
by 1903 rebuilt  
0-6-0  
January 1903 sold to Pere Marquette #813  
November 1912 scrapped  
AAT

1528 April 1889 4-4-0 17x24-62”  
Cleveland & Canton #51  
1892 sold to Cleveland, Canton & Southern #51  
1893 to Cleveland, Canton & Southern #40  
August 1899 sold to Wheeling & Lake Erie #62 (2<sup>nd</sup>)  
1905 to Wheeling & Lake Erie D-3 #325  
1918 to Wheeling & Lake Erie D-3 #1404  
December 1925 scrapped  
AAT

1529 April 1889 2-6-0 3' gauge 15x18-38”  
J. E. Potts Salt & Lumber Company #3  
1891 sold to Au Sable & Northwestern #3  
1899 sold to Banner Lumber #3  
1907 sold to Southern Iron & Equipment #520  
December 7, 1912 sold to Kentwood & Eastern #27  
January 1920 sold to Southern Iron & Equipment #1522  
January 20, 1920 sold to Shubuta & Southwestern (Brownlee Lumber)  
AAT

1530 April 1889 2-6-0 3' gauge 15x18-38”  
J. E. Potts Salt & Lumber Company #4  
1899 sold to Au Sable & Northwestern #4  
April 1899 sold to Bellaire, Zanesville & Cincinnati #8  
1903 sold to Ohio River & Western #8  
1909 rebuilt with new boiler  
July 1920 sold to Pennsylvania Railroad #9664  
April 1924 sold as scrap to K&S  
AAT

1531 April 1889 2-6-0 3' gauge 15x18-38”  
J. E. Potts Salt & Lumber Company #5  
July 1891 sold to Au Sable & Northwestern #5  
AAT

1532 April 1889 4-4-0 17x24-62”  
Kansas City, Fort Smith & Southern #2  
to Kansas City, Fort Smith & Southern #122  
1894 sold to Kansas City, Pittsburg & Gulf #10  
1900 sold to Kansas City Southern B-2 #132  
October 1910 scrapped  
AAT

1533 May 1889 2-6-0 19x24-56”  
Reynoldsville & Falls Creek #3  
by 1910 off roster  
AAT

1534 May 1889 2-6-0 18x24-56½”  
 Illinois Central Railroad #431  
 1890 to Illinois Central Railroad #535  
 1896 to Illinois Central Railroad #851  
 1904 to Illinois Central Railroad #1851  
 February 1916 scrapped  
 AAT

1535 May 1889 2-6-0 3' gauge 15x20-42”  
 Quincy & Torch Lake #1 “Thomas F. Mason”  
 October 1929 sold to Quincy Mining Company #1  
 to display at Quincy Mine Hoist Association  
 AAT

1536 May 1889 2-6-0 18x24-56½”  
 Illinois Central Railroad #432  
 1890 to Illinois Central Railroad #536  
 1896 to Illinois Central Railroad #852  
 1904 to Illinois Central Railroad #1852  
 1917 to Illinois Central Railroad #2852  
 July 1925 scrapped  
 AAT

1537 May 1889 4-6-0 18x24-55”  
 Kansas City, Fort Smith & Southern #3  
 to Kansas City, Fort Smith & Southern #55  
 1894 to Kansas City, Pittsburg & Gulf #9  
 April 1900 sold to Kansas City Southern D-2 #274  
 April 1911 scrapped  
 AAT

1538 May 1889 2-6-0 19x28-56”  
 Ulster & Delaware #8 (2<sup>nd</sup>)  
 1899 to Ulster & Delaware #16 (3<sup>rd</sup>)  
 1907 retired from service  
 1908 scrapped  
 AAT

1539 June 1889 4-4-0 18x24-61”  
 Ulster & Delaware #16 (2<sup>nd</sup>)  
 1898 to Ulster & Delaware #2 (2<sup>nd</sup>)  
 February 1932 sold to New York Central Cx #2  
 1932 retired from service  
 July 1932 scrapped  
 AAT

1540 June 1889 0-6-0 18x24-50”  
 Valley Railway #23  
 October 1895 sold to Cleveland Terminal & Valley #23 (2<sup>nd</sup>)  
 July 1909 sold to Baltimore & Ohio D-18 #324 (3<sup>rd</sup>)  
 1920 retired from service  
 AAT

1541 June 1889 0-6-0 18x24-50”  
 Valley Railroad #24  
 October 1895 sold to Cleveland Terminal & Valley #24 (2<sup>nd</sup>)  
 July 1909 sold to Baltimore & Ohio D-18 #325 (3<sup>rd</sup>)  
 1915 retired from service  
 AAT

1542 June 1889 2-6-0 18x24-56½”  
 Illinois Central Railroad #433  
 1890 to Illinois Central Railroad #537  
 1896 to Illinois Central Railroad #853  
 1904 to Illinois Central Railroad #1853  
 March 1915 scrapped  
 AAT

1543 June 1889 2-6-0 18x24-56½”  
 Illinois Central Railroad #434  
 1890 to Illinois Central Railroad #538  
 1896 to Illinois Central Railroad #854  
 1904 to Illinois Central Railroad #1854  
 March 1916 scrapped  
 AAT

1544 June 1889 4-4-0 18x24-63”

San Diego, Cuyamaca & Eastern #1 (1<sup>st</sup>)

1892 sold to Southern California Railway #8

rebuilt

1904 sold to Atchison, Topeka & Santa Fe 0164 class #0164

by 1907 sold

AAT

1545 June 1889 2-6-0 19x24-57”

Cleveland, Lorain & Wheeling #36

to Cleveland, Lorain & Wheeling #47

July 1909 sold to Baltimore & Ohio K-10 #917 (2<sup>nd</sup>)

by 1912 off roster

AAT

1546 June 1889 4-4-0 17x24-56”

Davenport, Iowa & Dakota #1 (Williams & Flynn)

December 1890 sold to Winona & South Western #2 “H. W. Lamberton”

November 1894 sold to Winona & Western #2

September 1901 sold to Wisconsin, Minnesota & Pacific #1120

1901 sold to Chicago Great Western C-2 #1120

June 1910 sold to I. Joseph

to Georgia Car & Locomotive #137

December 31, 1915 scrapped (book value \$939.10)

AAT

1547 July 1889 4-4-0 17x24-56”

Eutawville Railroad #2

1889 to Eutawville Railroad #5

not delivered

diverted to Charleston, Sumter & Northern #5

1895 sold to Augusta Southern #41

to Augusta Southern #101

sold to Georgia Car & Locomotive #73

November 1909 sold to Tampa & Gulf Coast #11

AAT

1548 July 1889 4-4-0 17x24-62”

Eutawville Railroad #3 “John S. Silver”

1889 to Eutawville Railroad #6

not delivered

diverted to Charleston, Sumter & Northern #6 “John S. Silver”

1895 sold to Augusta Southern #42

to Augusta Southern #102

1907 sold to Southern Iron & Equipment #631

rebuilt

16” bore

1908 sold to Memphis, Paris & Gulf #5

October 1910 sold to Enid, Ochiltree & Western #51

1911 sold to Southern Iron & Equipment #818

January 5, 1912 sold to Bennettsville & Cheraw #5

1919 sold to Tilghman Lumber #6

1920 sold to Southern Iron & Equipment #1523

June 22, 1920 sold to Tropical Lumber Company #1

AAT

1549 July 1889 2-6-0 18x24-57”

Lake Erie & Western #2 (2<sup>nd</sup>)

1900 to Lake Erie & Western N-6 #61 (2<sup>nd</sup>)

May 1905 sold to New York Central E-40 #5337

November 1908 rebuilt

New York Central E-40a #5337

July 1922 sold to New York, Chicago & Saint Louis E-40a #313 (2<sup>nd</sup>)

October 1924 retired from service

AAT

1550 July 1889 2-6-0 18x24-56”

Lake Erie & Western N-6 #59

1905 sold to New York Central E-40 #5335

February 1908 rebuilt

New York Central E-40a #5335

August 1923 scrapped

AAT

1551 July 1889 2-6-0 18x24-57"  
 Lake Erie & Western N-6 #60  
 1905 sold to New York Central E-40 #5336  
 January 1908 rebuilt  
 New York Central E-40a #5336  
 July 1922 sold to New York, Chicago & Saint Louis E-40a #312 (2<sup>nd</sup>)  
 October 1924 retired from service  
 AAT

1552 August 1889 4-4-0 16x24-62"  
 Saint Catherines & Niagara Central #31; Canada  
 1895 sold to Niagara, Hamilton & Pacific #31  
 1899 sold to Niagara, Saint Catherines & Toronto #31  
 AAT

1553 August 1889 0-6-0 18x24-51"  
 Illinois Central Railroad #1 (3<sup>rd</sup>)  
 1890 to Illinois Central Railroad S-51 #101  
 1921-1923 off roster  
 AAT, ICR

1554 August 1889 0-6-0 18x24-51"  
 Illinois Central Railroad #2 (4<sup>th</sup>)  
 1890 to Illinois Central Railroad S-51 #102  
 February 1930 sold to American Creosoting Works; Jackson, Mississippi  
 AAT, ICR

1555 April 1889 2-6-0 3' gauge 15x18-36"  
 J. E. Potts Salt & Lumber Company #8  
 July 1891 sold to Au Sable & Northwestern #8  
 sold to Banner Lumber Company  
 December 1905 sold to Chicago, Milwaukee & Saint Paul #1400  
 1912 to Chicago, Milwaukee & Saint Paul NM-1 #1  
 December 1927 to Chicago, Milwaukee, Saint Paul & Pacific #1 (1<sup>st</sup>)  
 July 1933 sold to Bellevue & Cascade  
 AAT, CML

1556 August 1889 2-6-0 18x24-56"  
 Flint & Pere Marquette #87  
 January 1900 sold to Pere Marquette M-2 #238  
 October 1927 scrapped  
 AAT

1557 August 1889 2-6-0 18x24-56"  
 Flint & Pere Marquette #88  
 January 1900 sold to Pere Marquette M-2 #239  
 by 1920 scrapped  
 AAT

1558 August 1889 2-6-0 18x24-56"  
 Flint & Pere Marquette #89  
 January 1900 sold to Pere Marquette M-2 #240  
 December 1920 scrapped  
 AAT

1559 August 1889 2-6-0 18x24-56"  
 Flint & Pere Marquette #90  
 January 1900 sold to Pere Marquette M-2 #241  
 by 1920 scrapped  
 AAT

1560 August 1889 2-6-0 18x24-56"  
 Flint & Pere Marquette #91  
 January 1900 sold to Pere Marquette M-2 #242  
 June 1922 scrapped  
 AAT

1561 August 1889 0-4-0 15x24-46"  
 Toledo, Columbus & Cincinnati #1  
 November 1892 sold to Toledo & Ohio Central #101  
 1901 to Toledo & Ohio Central #453  
 1902 sold to Zanesville & Western #660  
 July 1903 scrapped  
 AAT

1562 August 1889 2-4-4T 3' gauge 10x16-37"  
 L. S. Clough & Company #1 (for use on Pittsburgh, Titusville & Eastern)  
 scrapped  
 AAT

1563 September 1889 4-4-0 17x24-62"  
 Montgomery, Tuscaloosa & Memphis #25  
 1893 sold to Central New York & Western #1  
 to Central New York & Western #13  
 1899 sold to Pittsburg, Shawmut & Northern D-2 #13  
 December 1928 scrapped  
 AAT



1564 September 1889 4-4-0 17x24-62"

Montgomery, Tuscaloosa & Memphis #26  
1893 sold to Central New York & Western #2  
to Central New York & Western #10  
1899 sold to Pittsburg, Shawmut & Northern D-2 #10  
December 1928 scrapped  
AAT

1565 September 1889 4-6-0 18x24-57"

Dayton, Fort Wayne & Chicago #9  
1891 sold to Cincinnati, Hamilton & Dayton #9  
1891 to Cincinnati, Hamilton & Dayton B #302  
1914 retired from service  
AAT

1566 September 1889 4-6-0 18x24-57"

Dayton, Fort Wayne & Chicago #10  
1891 sold to Cincinnati, Hamilton & Dayton #10  
1891 to Cincinnati, Hamilton & Dayton B #303  
1914 retired from service  
AAT

1567 October 1889 2-6-0 19x26-63"

New York Central (New York Central & Hudson River) #221 (2<sup>nd</sup>)  
1890 to New York Central #505  
1899 to New York Central #1453  
March 1906 rebuilt  
June 1927 scrapped  
AAT, BAX

1568 October 1889 2-6-0 19x26-63"

New York Central (New York Central & Hudson River) #235 (2<sup>nd</sup>)  
1890 to New York Central #506  
1899 to New York Central #1454  
September 1906 rebuilt  
November 1916 scrapped  
AAT, BAX

1569 October 1889 2-6-0 19x26-63"

New York Central (New York Central & Hudson River) #466  
1890 to New York Central #507  
1899 to New York Central #1455  
June 1907 rebuilt  
June 1927 scrapped  
AAT

1570 October 1889 2-6-0 19x26-63"

New York Central & Hudson River #537  
1890 to New York Central #508  
1899 to New York Central #1456  
June 1907 rebuilt  
December 1916 scrapped  
AAT

1571 1889 2-6-0

New York Central (New York Central & Hudson River) #715 (1<sup>st</sup>)  
1890 to New York Central #509  
1899 to New York Central #1457  
January 1908 rebuilt  
December 1922 sold to Pennsylvania Wood & Iron Company  
AAT, BAX

1572 October 1889 2-6-0 19x26-63"

New York Central (New York Central & Hudson River) #716 (1<sup>st</sup>)  
1890 to New York Central #510  
1899 to New York Central #1458  
July 1907 rebuilt  
October 1916 scrapped  
AAT, BAX

1573 October 1889 2-6-0 19x26-63"

New York Central (New York Central & Hudson River) #717 (1<sup>st</sup>)  
1890 to New York Central #511  
1899 to New York Central #1459  
February 1906 rebuilt  
December 1920 scrapped  
AAT, BAX

1574 October 1889 2-6-0 19x26-63”  
New York Central (New York Central & Hudson River) #718 (1<sup>st</sup>)  
1890 to New York Central #512  
1899 to New York Central #1460  
May 1907 rebuilt  
August 1923 scrapped  
AAT, BAX

1575 October 1889 2-6-0 19x26-63”  
New York Central (New York Central & Hudson River) #719 (1<sup>st</sup>)  
1890 to New York Central #513  
1899 to New York Central #1461  
December 1910 scrapped  
AAT, BAX

1576 October 1889 2-6-0 19x26-64”  
New York Central (New York Central & Hudson River) #720 (1<sup>st</sup>)  
1890 to New York Central #514  
1899 to New York Central #1462  
October 1907 rebuilt  
July 1923 scrapped  
AAT, BAX

1577 November 1889 2-6-0 3' gauge 15x20-42”  
Quincy & Torch Lake #2 “S. B. Harris”  
1915 scrapped  
AAT

1578 December 1887 2-6-0 18x24-56”  
Toledo & Ohio Central #50 (2<sup>nd</sup>)  
1901 to Toledo & Ohio Central #410  
rebuilt  
17” bore  
1909 scrapped  
AAT

1579 January 1888 2-6-0 18x24-56”  
Toledo & Ohio Central #51 (2<sup>nd</sup>)  
1901 to Toledo & Ohio Central #411  
rebuilt  
17” bore  
by 1907 retired from service  
AAT

1580 November 1889 4-4-0 16x24-72”  
Cienfuegos & Villa Clara #3; Cuba  
AAT

1581 November 1889 4-6-0 17x24-56”  
Cienfuegos & Villa Clara #8; Cuba  
AAT

1582 November 1889 4-6-0 17x24-56”  
Cienfuegos & Villa Clara #13; Cuba  
1900 sold to Cuban Central #31  
AAT

1583 November 1889 4-6-0 17x24-56”  
Cienfuegos & Villa Clara #15; Cuba  
1902 sold to American Locomotive Company – Richmond Works  
AAT

1584 December 1889 4-6-0 19x24-63”  
Cleveland, Cincinnati, Chicago & Saint Louis C-4 #226  
to Cleveland, Cincinnati, Chicago & Saint Louis P #226  
1905 sold to New York Central F-61a #6130  
February 1916 scrapped  
AAT

1585 December 1889 4-6-0 19x24-63”  
Cleveland, Cincinnati, Chicago & Saint Louis C-4 #227  
to Cleveland, Cincinnati, Chicago & Saint Louis P #227  
1905 sold to New York Central F-61 #6115  
March 1916 scrapped  
AAT

1586 December 1889 4-6-0 19x24-63”  
Cleveland, Cincinnati, Chicago & Saint Louis C-4 #228  
to Cleveland, Cincinnati, Chicago & Saint Louis P #228  
1905 sold to New York Central F-61 #6116  
January 1916 scrapped  
AAT

1587 December 1889 4-6-0 19x24-63”  
Cleveland, Cincinnati, Chicago & Saint Louis C-4 #229  
to Cleveland, Cincinnati, Chicago & Saint Louis P #229  
1905 sold to New York Central F-61 #6117  
July 1915 scrapped  
AAT

1588 December 1889 4-6-0 19x24-63"

Cleveland, Cincinnati, Chicago & Saint Louis C-4 #230  
to Cleveland, Cincinnati, Chicago & Saint Louis P #230  
1905 sold to New York Central F-61 #6118  
January 1916 scrapped  
AAT

1589 December 1889 4-6-0 19x24-63"

Cleveland, Cincinnati, Chicago & Saint Louis C-4 #231  
to Cleveland, Cincinnati, Chicago & Saint Louis P #231  
1905 sold to New York Central F-61 #6119  
February 1916 scrapped  
AAT

1590 December 1889 4-6-0 19x24-63"

Cleveland, Cincinnati, Chicago & Saint Louis C-4 #232  
to Cleveland, Cincinnati, Chicago & Saint Louis P #232  
1905 sold to New York Central F-61 #6120  
April 1911 rebuilt  
1919 to New York Central F-61 #6300 (2<sup>nd</sup>)  
August 1923 scrapped  
AAT

1591 December 1889 4-6-0 19x24-63"

Cleveland, Cincinnati, Chicago & Saint Louis C-4 #233  
to Cleveland, Cincinnati, Chicago & Saint Louis P #233  
1905 sold to New York Central F-61 #6121  
February 1916 scrapped  
AAT

1592 December 1889 4-6-0 19x24-63"

Cleveland, Cincinnati, Chicago & Saint Louis C-4 #234  
to Cleveland, Cincinnati, Chicago & Saint Louis P #234  
1905 sold to New York Central F-61 #6122  
April 1916 rebuilt  
1919 to New York Central F-61 #6301  
June 1934 scrapped  
AAT

1593 December 1889 4-6-0 19x24-63"

Cleveland, Cincinnati, Chicago & Saint Louis C-4 #235  
to Cleveland, Cincinnati, Chicago & Saint Louis P #235  
1905 sold to New York Central F-61 #6123  
April 1911 rebuilt  
1919 to New York Central F-61 #6302  
1936 to New York Central F-61 #877  
December 1936 scrapped  
AAT

1594 December 1889 0-6-0 18x24-51"

Cleveland, Cincinnati, Chicago & Saint Louis A-3 #60 (1<sup>st</sup>)  
1898 to Cleveland, Cincinnati, Chicago & Saint Louis A-3 #26  
1902 to Cleveland, Cincinnati, Chicago & Saint Louis E #69  
1905 sold to New York Central B-63 #7226  
August 1922 scrapped  
AAT

1595 December 1889 0-6-0 18x24-51"

Cleveland, Cincinnati, Chicago & Saint Louis A-3 #61  
to Cleveland, Cincinnati, Chicago & Saint Louis E #61  
1905 sold to New York Central B-63 #7222  
July 1915 scrapped  
AAT

1596 December 1889 0-6-0 18x24-51"

Cleveland, Cincinnati, Chicago & Saint Louis A-3 #62  
to Cleveland, Cincinnati, Chicago & Saint Louis E #62  
1905 sold to New York Central B-63 #7223  
July 1915 scrapped  
AAT

1597 December 1889 0-6-0 18x24-51"

Cleveland, Cincinnati, Chicago & Saint Louis A-3 #63  
to Cleveland, Cincinnati, Chicago & Saint Louis E #63  
1905 sold to New York Central B-63 #7224  
February 1914 scrapped  
AAT

1598 December 1889 0-6-0 18x24-51”

Cleveland, Cincinnati, Chicago & Saint Louis A-3 #64  
to Cleveland, Cincinnati, Chicago & Saint Louis E #64  
1905 sold to New York Central B-63 #7225  
April 1917 scrapped  
AAT

1599 March 1890 4-4-0 17x24-62”

Milwaukee & Northern #39  
July 1893 sold to Chicago, Milwaukee & Saint Paul #939  
1899 to Chicago, Milwaukee & Saint Paul #737 (2<sup>nd</sup>)  
1912 to Chicago, Milwaukee & Saint Paul H-6 #535 (2<sup>nd</sup>)  
July 1927 scrapped  
AAT, CMK

1600 March 1890 4-4-0 17x24-62”

Milwaukee & Northern #40  
July 1893 sold to Chicago, Milwaukee & Saint Paul #940  
1899 to Chicago, Milwaukee & Saint Paul #738 (2<sup>nd</sup>)  
1912 to Chicago, Milwaukee & Saint Paul H-6 #536 (2<sup>nd</sup>)  
May 1926 scrapped  
AAT, CMK

1601 January 1890 4-6-0 19x24-57”

Cincinnati, Washington & Baltimore #10 (2<sup>nd</sup>)  
January 1890 sold to Baltimore & Ohio-South Western #189  
by 1900 off roster  
AAT

1602 January 1890 4-6-0 19x24-57”

Cincinnati, Washington & Baltimore #11 (2<sup>nd</sup>)  
January 1890 sold to Baltimore & Ohio-South Western #190  
1902 sold to Baltimore & Ohio B-44 #263 (3<sup>rd</sup>)  
1912 retired from service  
AAT

1603 January 1890 4-6-0 19x24-57”

Cincinnati, Washington & Baltimore #12 (2<sup>nd</sup>)  
January 1890 sold to Baltimore & Ohio-South Western #191  
1902 sold to Baltimore & Ohio B-44 #264 (2<sup>nd</sup>)  
1912 retired from service  
AAT

1604 January 1890 4-6-0 19x24-57”

Cincinnati, Washington & Baltimore #13 (2<sup>nd</sup>)  
January 1890 sold to Baltimore & Ohio-South Western #192  
1902 sold to Baltimore & Ohio B-44 #265 (3<sup>rd</sup>)  
1912 retired from service  
AAT

1605 January 1890 4-6-0 19x24-57”

Cincinnati, Washington & Baltimore #14 (2<sup>nd</sup>)  
January 1890 sold to Baltimore & Ohio-South Western #193  
1902 sold to Baltimore & Ohio B-44 #266 (2<sup>nd</sup>)  
1915 off roster  
AAT

1606 January 1890 4-6-0 19x24-57”

Cincinnati, Washington & Baltimore #15 (2<sup>nd</sup>)  
January 1890 sold to Baltimore & Ohio-South Western #194  
1902 sold to Baltimore & Ohio B-44 #267 (4<sup>th</sup>)  
1912 off roster  
AAT

1607 January 1890 4-6-0 19x24-57”

Cincinnati, Washington & Baltimore #16 (2<sup>nd</sup>)  
January 1890 sold to Baltimore & Ohio-South Western #195  
1902 sold to Baltimore & Ohio B-44 #268 (3<sup>rd</sup>)  
1912 off roster  
AAT

1608 January 1890 4-6-0 19x24-57”

Cincinnati, Washington & Baltimore #17 (2<sup>nd</sup>)  
January 1890 sold to Baltimore & Ohio-South Western #196  
1902 sold to Baltimore & Ohio B-44 #269 (3<sup>rd</sup>)  
1912 off roster  
AAT

1609 January 1890 4-6-0 19x24-57”

Cincinnati, Washington & Baltimore #18 (2<sup>nd</sup>)  
January 1890 sold to Baltimore & Ohio-South Western #197  
1902 sold to Baltimore & Ohio B-44 #270 (3<sup>rd</sup>)  
1912 off roster  
AAT

1610 January 1890 4-6-0 19x24-57”  
 Cincinnati, Washington & Baltimore #19 (2<sup>nd</sup>)  
 January 1890 sold to Baltimore & Ohio-South Western #198  
 1902 sold to Baltimore & Ohio B-44 #271 (4<sup>th</sup>)  
 1912 off roster  
 AAT

1611 January 1890 4-4-0 18x24-67”  
 Cincinnati, Washington & Baltimore #1 (2<sup>nd</sup>)  
 January 1890 sold to Baltimore & Ohio-South Western #131  
 1902 sold to Baltimore & Ohio H-9 #695  
 1917 retired from service  
 AAT

1612 January 1890 4-4-0 18x24-73”  
 Cincinnati, Washington & Baltimore #2 (2<sup>nd</sup>)  
 January 1890 sold to Baltimore & Ohio-South Western #132  
 1902 sold to Baltimore & Ohio H-9 #696  
 1923 off roster  
 AAT

1613 January 1890 4-4-0 18x24-67”  
 Cincinnati, Washington & Baltimore #3 (2<sup>nd</sup>)  
 January 1890 sold to Baltimore & Ohio-South Western #133  
 1902 sold to Baltimore & Ohio H-9 #697  
 1920 off roster  
 AAT

1614 January 1890 4-4-0 18x24-67”  
 Cincinnati, Washington & Baltimore #4 (2<sup>nd</sup>)  
 January 1890 sold to Baltimore & Ohio-South Western #134  
 1902 sold to Baltimore & Ohio H-9 #698  
 1918 off roster  
 AAT

1615 January 1890 4-4-0 18x24-73”  
 Cincinnati, Washington & Baltimore #5 (2<sup>nd</sup>)  
 January 1890 sold to Baltimore & Ohio-South Western #135  
 1902 sold to Baltimore & Ohio H-9 #699  
 December 1906 scrapped  
 AAT

1616 January 1890 4-4-0 15x22-56”  
 Cleveland & Canton #52  
 1891 to Cleveland & Canton #41 (2<sup>nd</sup>)  
 rebuilt at Taunton (c/n 389)  
 1892 sold to Cleveland, Canton & Southern #52  
 1891 to Cleveland, Canton & Southern #41 (2<sup>nd</sup>)  
 sold to Wheeling & Lake Erie #41 (3<sup>rd</sup>)  
 1904 to Wheeling & Lake Erie D-1 #300  
 March 1907 retired from service  
 May 1909 scrapped  
 AAT

1617 February 1890 0-6-0 18x24-51”  
 Cincinnati, Washington & Baltimore #99  
 December 1889 sold to Baltimore & Ohio-South Western #1  
 1902 sold to Baltimore & Ohio D-21 #38 (4<sup>th</sup>)  
 1912 retired from service  
 AAT

1618 February 1890 0-6-0 18x24-51”  
 Cincinnati, Washington & Baltimore #100  
 December 1889 sold to Baltimore & Ohio-South Western #2  
 1902 sold to Baltimore & Ohio D-21 #39 (4<sup>th</sup>)  
 1911 retired from service  
 AAT

1619 February 1890 4-4-0 18x24-63”  
 Chicago & Grand Trunk #132  
 1898 sold to Grand Trunk Railway #1120  
 1910 to Grand Trunk Western H-2 #2297  
 1923 to Grand Trunk Western A-15c #161  
 March 1927 scrapped  
 AAT

1620 February 1890 4-4-0 18x24-63”  
 Chicago & Grand Trunk #133  
 1898 sold to Grand Trunk Railway #1121  
 1910 to Grand Trunk Western H-2 #2298  
 1923 to Grand Trunk Western A-15c #162  
 June 1926 scrapped  
 AAT

1621 February 1890 4-4-0 18x24-63”  
Chicago & Grand Trunk #134  
1898 to Grand Trunk Railway #1122  
1910 to Grand Trunk Western H-2 #2299  
December 1922 scrapped  
AAT

1622 February 1890 4-4-0 18x24-63”  
Chicago & Grand Trunk #135  
1898 sold to Grand Trunk Railway #1123  
1910 to Grand Trunk Western H-2 #2300  
May 1920 scrapped  
AAT

1623 February 1890 4-4-0 18x24-63”  
Chicago & Grand Trunk #136  
1898 sold to Grand Trunk Railway #1124  
1910 to Grand Trunk Western H-2 #2301  
January 1920 scrapped  
AAT

1624 February 1890 4-4-0 18x24-63”  
Chicago & Grand Trunk #137  
1898 to Grand Trunk Railway #1125  
1910 to Grand Trunk Western H-2 #2302  
1923 to Grand Trunk Western A-15c #163  
August 1923 scrapped  
AAT

1625 February 1890 4-4-0 18x24-63”  
Chicago & Grand Trunk #138  
1898 sold to Grand Trunk Railway #1126  
1910 to Grand Trunk Western H-2 #2303  
1923 to Grand Trunk Western A-15c #164  
September 1925 scrapped  
AAT

1626 February 1890 4-4-0 18x24-63”  
Chicago & Grand Trunk #139  
1898 sold to Grand Trunk Railway #1127  
1910 to Grand Trunk Western H-2 #2304  
1923 to Grand Trunk Western A-15c #165  
June 1926 scrapped  
AAT

1627 February 1890 4-4-0 18x24-63”  
Chicago & Grand Trunk #140  
1898 sold to Grand Trunk Railway #1128  
1910 to Grand Trunk Western H-2 #2305  
August 1922 scrapped  
AAT

1628 February 1890 4-4-0 18x24-63”  
Chicago & Grand Trunk #141  
1898 sold to Grand Trunk Railway #1129  
1910 to Grand Trunk Western H-2 #2306  
January 1921 scrapped  
AAT

1629 March 1890 2-6-0 18x24-56”  
New York, Chicago & Saint Louis #84  
1910 to New York, Chicago & Saint Louis H #215 (3<sup>rd</sup>)  
May 1913 scrapped  
AAT

1630 March 1890 2-6-0 18x24-56”  
New York, Chicago & Saint Louis #85  
1910 to New York, Chicago & Saint Louis H #216 (3<sup>rd</sup>)  
September 1914 retired from service  
AAT

1631 March 1890 2-6-0 18x24-56”  
New York, Chicago & Saint Louis #86  
1910 to New York, Chicago & Saint Louis H #217 (2<sup>nd</sup>)  
September 1914 retired from service  
AAT

1632 March 1890 2-6-0 18x24-56”  
New York, Chicago & Saint Louis #87  
1910 to New York, Chicago & Saint Louis H #218 (2<sup>nd</sup>)  
July 1913 scrapped  
AAT

1633 March 1890 2-6-0 18x24-56”  
New York, Chicago & Saint Louis #88  
1910 to New York, Chicago & Saint Louis H #219 (2<sup>nd</sup>)  
June 1916 scrapped  
AAT

1634 March 1890 2-6-0 3' gauge 15x18-38"  
 J. E. Potts Salt & Lumber Company #9  
 July 1891 sold to Au Sable & Northwestern #9  
 AAT

1635 March 1890 2-6-0 3' gauge 15x18-38"  
 J. E. Potts Salt & Lumber Company #10  
 1891 sold to Au Sable & Northwestern #10  
 AAT

1636 March 1890 2-6-0 3' gauge 15x18-38"  
 J. E. Potts Salt & Lumber Company #12  
 July 1891 sold to Au Sable & Northwestern #12  
 AAT

1637 March 1890 0-6-0 18x24-51"  
 Cleveland, Cincinnati, Chicago & Saint Louis A-1 #65  
 to Cleveland, Cincinnati, Chicago & Saint Louis E #65  
 1905 sold to New York Central B-64 #7229  
 February 1916 scrapped  
 AAT

1638 March 1890 0-6-0 18x24-51"  
 Cleveland, Cincinnati, Chicago & Saint Louis A-1 #66  
 to Cleveland, Cincinnati, Chicago & Saint Louis E #66  
 1905 sold to New York Central B-64 #7230  
 March 1916 scrapped  
 AAT

1639 March 1890 0-6-0 19x24-51"  
 Cleveland, Cincinnati, Chicago & Saint Louis A-1 #67  
 to Cleveland, Cincinnati, Chicago & Saint Louis E #67  
 1905 sold to New York Central B-69 #7264  
 October 1919 scrapped  
 AAT

1640 March 1890 0-6-0 18x24-51"  
 Cleveland, Cincinnati, Chicago & Saint Louis A-1 #68  
 to Cleveland, Cincinnati, Chicago & Saint Louis #7  
 to Cleveland, Cincinnati, Chicago & Saint Louis E #54  
 1905 sold to New York Central B-64 #7227  
 February 1916 scrapped  
 AAT

1641 March 1890 0-6-0 18x24-51"  
 Cleveland, Cincinnati, Chicago & Saint Louis A-1 #69  
 1890 to Cleveland, Cincinnati, Chicago & Saint Louis E #69  
 1905 sold to New York Central #7228  
 September 1920 sold to Isaac Joseph  
 September 1920 sold to Georgia Car & Locomotive Company #461  
 September 1921 sold to Stone Mountain Granite Company #1 (2<sup>nd</sup>)  
 AAT

1642 March 1890 0-6-0 18x24-52"  
 Chicago, Rock Island & Pacific #75  
 1902 to Chicago, Rock Island & Pacific #63  
 July 1926 scrapped  
 AAT

1643 March 1890 0-6-0 18x24-52"  
 Chicago, Rock Island & Pacific #163  
 by 1896 to Chicago, Rock Island & Pacific #76  
 1902 to Chicago, Rock Island & Pacific #64  
 December 1924 scrapped  
 AAT

1644 April 1890 4-4-0 3' gauge 15x20-50"  
 Vanegas Cedral y Rio Verde #2 "Matehuala"  
 1902 sold to Mexican National Railway #93; Mexico  
 1908 to National of Mexico #93  
 by 1920 off roster  
 AAT

1645 April 1890 4-6-0 19x24-63"  
 Cleveland, Cincinnati, Chicago & Saint Louis #216  
 1890 to Cleveland, Cincinnati, Chicago & Saint Louis #212  
 1898 to Cleveland, Cincinnati, Chicago & Saint Louis #428  
 1905 sold to New York Central F-64 #6158  
 January 1912 scrapped  
 AAT

1646 April 1890 4-6-0 19x24-63"  
 Cleveland, Cincinnati, Chicago & Saint Louis #217  
 1890 to Cleveland, Cincinnati, Chicago & Saint Louis #239  
 1905 sold to New York Central F-61 #6124  
 June 1915 scrapped  
 AAT

1647 April 1890 4-6-0 19x24-63”  
Cleveland, Cincinnati, Chicago & Saint Louis #218  
1891 to Cleveland, Cincinnati, Chicago & Saint Louis #250  
1905 sold to New York Central F-61a #6131  
February 1914 scrapped  
AAT

1648 April 1890 4-6-0 19x24-63”  
Cleveland, Cincinnati, Chicago & Saint Louis #219  
1891 to Cleveland, Cincinnati, Chicago & Saint Louis #251  
1905 sold to New York Central F-61a #6132  
February 1916 scrapped  
AAT

1649 April 1890 4-6-0 19x24-63”  
Cleveland, Cincinnati, Chicago & Saint Louis #220  
1891 to Cleveland, Cincinnati, Chicago & Saint Louis #255  
1905 sold to New York Central F-61a #6133  
January 1912 rebuilt  
1919 to New York Central (New York Central) F-61a #6308 (2<sup>nd</sup>)  
July 1928 sold to Central Indiana #33  
1931 scrapped  
AAT, BAX

1653 1890 4-6-0  
New York Central #6128  
1919 to New York Central (New York Central) F-61a #6306 (2<sup>nd</sup>)  
August 1933 scrapped  
BAX

1654 1890 4-6-0  
New York Central #6129  
1919 to New York Central (New York Central) F-61a #6307 (2<sup>nd</sup>)  
March 1932 scrapped  
BAX

1658 1890 4-6-0  
Wisconsin Central #201 (1<sup>st</sup>)  
June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) #2600  
WCZ

1659 1890 4-6-0  
Wisconsin Central #202 (1<sup>st</sup>)  
June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) #2601  
WCZ

1660 1890 4-6-0  
Wisconsin Central #203 (1<sup>st</sup>)  
June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) #2602  
WCZ

1661 1890 4-6-0  
Wisconsin Central #204 (1<sup>st</sup>)  
June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) #2603  
WCZ

1662 1890 4-6-0  
Wisconsin Central #205 (1<sup>st</sup>)  
June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) #2604  
WCZ

1663 1890 4-6-0  
Wisconsin Central #206 (1<sup>st</sup>)  
June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) #2605  
WCZ

1664 1890 4-6-0  
Wisconsin Central #207 (1<sup>st</sup>)  
1903 rebuilt  
4-4-0  
June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) #2040  
WCZ

1667 1890 4-6-0  
Wisconsin Central #208 (1<sup>st</sup>)  
June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) #2606  
WCZ



1668 1890 4-6-0  
Wisconsin Central #209 (1<sup>st</sup>)  
June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) #2607  
WCZ

1669 1890 4-6-0  
Wisconsin Central #210 (1<sup>st</sup>)  
June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) #2608  
WCZ

1673 1890 0-6-0  
Chicago, Milwaukee & Saint Paul #913  
1898 to Chicago, Milwaukee & Saint Paul #104 (4<sup>th</sup>)  
1899 to Chicago, Milwaukee & Saint Paul #1104  
CMK

1678 00/1890 4-6-0  
Lake Shore & Michigan Southern #14  
00/1905 to New York Central (Lake Shore & Michigan Southern) F-49a #5120 (1<sup>st</sup>)  
September 1906 rebuilt F-49g  
New York Central (Lake Shore & Michigan Southern) F-49g #5120 (1<sup>st</sup>)  
07/1914 sold to General Equipment  
BAX

1679 00/1890 4-6-0  
Lake Shore & Michigan Southern #46  
00/1905 to New York Central (Lake Shore & Michigan Southern) F-49a #5121 (1<sup>st</sup>)  
04/1910 sold to Atlantic Equipment  
BAX

1680 00/1890 4-6-0  
Lake Shore & Michigan Southern #125  
00/1905 to New York Central (Lake Shore & Michigan Southern) F-49a #5122 (1<sup>st</sup>)  
August 1910 sold to Atlantic Equipment  
BAX

1681 00/1890 4-6-0  
Lake Shore & Michigan Southern #152  
00/1905 to New York Central (Lake Shore & Michigan Southern) F-49a #5123 (1<sup>st</sup>)  
May 1910 scrapped  
BAX

1682 00/1890 4-6-0  
Lake Shore & Michigan Southern #156  
00/1905 to New York Central (Lake Shore & Michigan Southern) F-49a #5124 (1<sup>st</sup>)  
August 1910 sold to Atlantic Equipment Company  
BAX

1683 00/1890 4-6-0  
Lake Shore & Michigan Southern #182  
00/1905 to New York Central (Lake Shore & Michigan Southern) F-49a #5125 (1<sup>st</sup>)  
September 1906 rebuilt F-49g  
New York Central (Lake Shore & Michigan Southern) F-49g #5125 (1<sup>st</sup>)  
October 1915 scrapped  
BAX

1684 00/1890 4-6-0  
Lake Shore & Michigan Southern #246  
00/1905 to New York Central (Lake Shore & Michigan Southern) F-49a #5126 (1<sup>st</sup>)  
October 1915 scrapped  
BAX

1685 00/1890 4-6-0  
Lake Shore & Michigan Southern #247  
00/1905 to New York Central (Lake Shore & Michigan Southern) F-49a #5127 (1<sup>st</sup>)  
December 1909 scrapped  
BAX

1686 00/1890 4-6-0  
 Lake Shore & Michigan Southern #270  
 00/1905 to New York Central (Lake Shore & Michigan Southern) F-49a  
 #5128 (1<sup>st</sup>)  
 September 1906 rebuilt F-49g  
 New York Central (Lake Shore & Michigan Southern) F-49g #5128 (1<sup>st</sup>)  
 November 1915 scrapped  
 BAX

1687 00/1890 4-6-0  
 Lake Shore & Michigan Southern #272  
 00/1905 to New York Central (Lake Shore & Michigan Southern) F-49a  
 #5130 (1<sup>st</sup>)  
 November 1910 sold to Hicks Locomotive Works  
 BAX

1688 1890 4-6-0  
 New York Central #6139  
 1919 to New York Central (New York Central) F-62a #6313 (3<sup>rd</sup>)  
 1936 to New York Central #878  
 BAX

1689 1890 4-6-0  
 P&E #6134  
 1919 to New York Central (New York Central) F-62 #6309 (2<sup>nd</sup>)  
 March 1923 scrapped  
 BAX

1693 1890 0-6-0  
 Illinois Central Railroad #103 (2<sup>nd</sup>)  
 September 1922 retired from service  
 ICR

1694 1890 0-6-0  
 Illinois Central Railroad #104 (2<sup>nd</sup>)  
 February 1932 sold to Central Sand & Gravel Company  
 ICR

1695 1890 0-6-0  
 Illinois Central Railroad #105 (3<sup>rd</sup>)  
 December 1933 sold to Universal Coal Washing Company  
 ICR

1696 1890 0-6-0  
 Illinois Central Railroad #106 (3<sup>rd</sup>)  
 April 1922 sold to Golden Gravel Company  
 ICR

1697 1890 0-6-0  
 Illinois Central Railroad #107 (3<sup>rd</sup>)  
 August 1926 scrapped  
 ICR

1698 1890 0-6-0  
 Illinois Central Railroad #108 (2<sup>nd</sup>)  
 September 1921 scrapped  
 ICR

1699 1890 0-6-0  
 Illinois Central Railroad #109 (2<sup>nd</sup>)  
 September 1922 scrapped  
 ICR

1700 1890 0-6-0  
 Illinois Central Railroad #110 (2<sup>nd</sup>)  
 September 1926 scrapped  
 ICR

1702 1890 4-6-0  
 New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) F-62  
 #6135 (1<sup>st</sup>)  
 April 1907 to P&E #6135  
 1920 to New York Central (New York Central) F-62 #6310 (3<sup>rd</sup>)  
 April 1923 scrapped  
 BAX

1703 1890 4-6-0  
 Cleveland, Cincinnati, Chicago & Saint Louis #184  
 1905 New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)  
 F-62 #6136 (1<sup>st</sup>)  
 April 1907 to P&E #6135  
 January 1912 rebuilt  
 1920 to New York Central (New York Central) F-62 #6311 (3<sup>rd</sup>)  
 March 1923 scrapped  
 BAX

1704 1890 4-6-0 Cleveland, Cincinnati, Chicago & Saint Louis #185 1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) F-62 #6137 (1 <sup>st</sup> ) February 1916 scrapped BAX	1712 00/1890 4-6-0 Lake Shore & Michigan Southern #276 00/1905 to New York Central (Lake Shore & Michigan Southern) F-49a #5133 (1 <sup>st</sup> ) September 1907 rebuilt F-49g New York Central (Lake Shore & Michigan Southern) F-49g #5133 (1 <sup>st</sup> ) July 1914 sold to General Equipment Company BAX
1705 1890 4-6-0 Cleveland, Cincinnati, Chicago & Saint Louis #186 1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) F-62A #6143 (1 <sup>st</sup> ) January 1914 scrapped BAX	1713 00/1890 4-6-0 Lake Shore & Michigan Southern #277 00/1905 to New York Central (Lake Shore & Michigan Southern) F-49a #5134 (1 <sup>st</sup> ) May 1910 sold to Atlantic Equipment Company BAX
1706 1890 4-6-0 Cleveland, Cincinnati, Chicago & Saint Louis #187 1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) F-62A #6138 (1 <sup>st</sup> ) January 1911 rebuilt 1920 to New York Central F-62a #6312 (3 <sup>rd</sup> ) April 1932 scrapped BAX	1714 00/1890 4-6-0 Lake Shore & Michigan Southern #281 00/1905 to New York Central (Lake Shore & Michigan Southern) F-49a #5135 (1 <sup>st</sup> ) by 1911 scrapped BAX
1710 00/1890 4-6-0 Lake Shore & Michigan Southern #274 00/1905 to New York Central (Lake Shore & Michigan Southern) F-49a #5131 (1 <sup>st</sup> ) March 1913 sold to Georgia Car & Locomotive #236 BAX	1715 1890 4-4-0 Toledo & Ohio Central #468 1911 to New York Central (Toledo & Ohio Central) C-95A #9550 (1 <sup>st</sup> ) August 1923 retired from service BAX
1711 00/1890 4-6-0 Lake Shore & Michigan Southern #275 00/1905 to New York Central (Lake Shore & Michigan Southern) F-49a #5132 (1 <sup>st</sup> ) December 1911 scrapped BAX	1716 1890 4-4-0 Toledo & Ohio Central #469 1911 to New York Central (Toledo & Ohio Central) C-95a #9551 (1 <sup>st</sup> ) 1917 to New York Central (New York Central) C-95a #9719 (1 <sup>st</sup> ) July 1917 sold to Casparis Stone Company BAX
	1717 1890 4-4-0 Toledo & Ohio Central #470 1911 to New York Central (Toledo & Ohio Central) C-95a #9552 (1 <sup>st</sup> ) May 1914 (or 1917) to New York Central (Zanesville & Western) C-95a #9721 (1 <sup>st</sup> ) September 1923 retired from service sold BAX

1718 1890 4-4-0

Toledo & Ohio Central #471

1911 to New York Central (Toledo & Ohio Central) C-95a #9553 (1<sup>st</sup>)

May 1914 to New York Central (Zanesville & Western) C-95a #9720 (1<sup>st</sup>)

September 1923 retired from service

sold

BAX

1719 1890 4-4-0

Toledo & Ohio Central #472

1911 to New York Central (Toledo & Ohio Central) C-95a #9554 (1<sup>st</sup>)

1919 to New York Central (New York Central) C-95a #9719 (2<sup>nd</sup>)

September 1923 retired from service

sold

BAX

1724 1890 2-6-0

New York Central #555

1899 to New York Central (New York Central & Hudson River) J

#1503 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) E #1503 (1<sup>st</sup>)

October 1908 rebuilt

October 1915 retired from service

BAX

1725 1890 2-6-0

New York Central #556

1899 to New York Central (New York Central & Hudson River) J

#1504 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) E #1504 (1<sup>st</sup>)

July 1907 rebuilt

December 1920 scrapped

BAX

1726 1890 2-6-0

New York Central #557

1899 to New York Central (New York Central & Hudson River) J

#1505 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) E #1505 (1<sup>st</sup>)

August 1905 rebuilt

December 1921 scrapped

BAX

1727 1890 2-6-0

New York Central #558

1899 to New York Central (New York Central & Hudson River) J

#1506 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) E #1506 (1<sup>st</sup>)

November 1905 rebuilt

November 1929 scrapped

BAX

1728 1890 2-6-0

New York Central #559

1899 to New York Central (New York Central & Hudson River) J

#1507 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) E #1507 (1<sup>st</sup>)

October 1907 rebuilt

November 1923 sold to Pennsylvania Wood & Iron

BAX

1729 1890 2-6-0

New York Central #560

1899 to New York Central (New York Central & Hudson River) J

#1508 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) E #1508 (1<sup>st</sup>)

April 1910 scrapped

BAX

1730 1890 2-6-0

New York Central #561

1899 to New York Central (New York Central & Hudson River) J

#1509 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) E #1509 (1<sup>st</sup>)

December 1920 scrapped

BAX

1731 1890 2-6-0

New York Central #562

1899 to New York Central (New York Central & Hudson River) J

#1510 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) E #1510 (1<sup>st</sup>)

September 1911 scrapped

BAX

1732 1890 2-6-0

New York Central #563

1899 to New York Central (New York Central & Hudson River) J  
#1511 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) E #1511 (1<sup>st</sup>)  
August 1906 rebuilt  
December 1916 scrapped  
BAX

1733 September 1890 2-6-0 19x26-63"

New York Central & Hudson River #564

1899 to New York Central (New York Central & Hudson River) J  
#1512 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) E #1512 (1<sup>st</sup>)  
August 1907 rebuilt  
May 1917 scrapped  
AAT, BAX

1734 September 1890 2-6-0 19x26-63"

New York Central (New York Central & Hudson River) J #565 (2<sup>nd</sup>)

1899 to New York Central (New York Central & Hudson River) J  
#1513 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) E #1513 (1<sup>st</sup>)  
September 1907 rebuilt  
December 1920 scrapped  
AAT, BAX

1735 September 1890 2-6-0 19x26-63"

New York Central (New York Central & Hudson River) J #566 (2<sup>nd</sup>)

1899 to New York Central (New York Central & Hudson River) J  
#1514 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) E #1514 (1<sup>st</sup>)  
November 1907 rebuilt  
April 1919 scrapped  
AAT, BAX

1736 September 1890 2-6-0 19x26-63"

New York Central (New York Central & Hudson River) J #567 (2<sup>nd</sup>)

1899 to New York Central (New York Central & Hudson River) J  
#1515 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) E #1515 (1<sup>st</sup>)  
May 1907 rebuilt  
December 1920 scrapped  
AAT, BAX

1737 September 1890 2-6-0 19x26-63"

New York Central & Hudson River #568

1899 to New York Central (New York Central & Hudson River) J  
#1516 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) E #1516 (1<sup>st</sup>)  
August 1907 rebuilt  
December 1916 scrapped  
AAT, BAX

1738 September 1890 2-6-0 19x26-63"

New York Central & Hudson River #569

1899 to New York Central (New York Central & Hudson River) J  
#1517 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) E #1517 (1<sup>st</sup>)  
July 1907 rebuilt  
October 1923 sold to Pennsylvania Wood & Iron Company  
AAT, BAX

1739 September 1890 2-6-0 19x26-63"

New York Central & Hudson River #570

1899 to New York Central (New York Central & Hudson River) J  
#1518 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) E #1518 (1<sup>st</sup>)  
May 1906 rebuilt  
December 1920 scrapped  
AAT, BAX

1740 September 1890 2-6-0 19x26-63"

New York Central & Hudson River #571

1899 to New York Central (New York Central & Hudson River) J  
#1519 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) E #1519 (1<sup>st</sup>)  
May 1910 scrapped  
AAT, BAX

1741 September 1890 2-6-0 19x26-63”  
 New York Central & Hudson River #572  
 1899 to New York Central (New York Central & Hudson River) J  
 #1520 (1<sup>st</sup>)  
 to New York Central (New York Central & Hudson River) E #1520 (1<sup>st</sup>)  
 October 1910 scrapped  
 AAT, BAX

1742 October 1890 2-6-0 19x26-63”  
 New York Central & Hudson River #573  
 1899 to New York Central (New York Central & Hudson River) J  
 #1521 (1<sup>st</sup>)  
 to New York Central (New York Central & Hudson River) E #1521 (1<sup>st</sup>)  
 May 1901 rebuilt  
 December 1918 scrapped  
 AAT, BAX

1743 October 1890 2-6-0 19x26-63”  
 New York Central & Hudson River #574  
 1899 to New York Central (New York Central & Hudson River) J  
 #1522 (1<sup>st</sup>)  
 to New York Central (New York Central & Hudson River) E #1522 (1<sup>st</sup>)  
 July 1907 rebuilt  
 October 1923 sold to Pennsylvania Wood & Iron Company  
 sold to Northern Construction & J. W. Stewart #22  
 1935 scrapped  
 AAT, BAX

1744 October 1890 2-6-0 19x26-63”  
 New York Central & Hudson River #575  
 1899 to New York Central (New York Central & Hudson River) J  
 #1523 (1<sup>st</sup>)  
 to New York Central (New York Central & Hudson River) E #1523 (1<sup>st</sup>)  
 March 1906 rebuilt  
 December 1920 scrapped  
 AAT, BAX

1745 October 1890 2-6-0 19x26-63”  
 New York Central & Hudson River #576  
 1899 to New York Central (New York Central & Hudson River) J  
 #1524 (1<sup>st</sup>)  
 to New York Central (New York Central & Hudson River) E #1524 (1<sup>st</sup>)  
 March 1901 rebuilt  
 August 1915 scrapped  
 AAT, BAX

1746 October 1890 2-6-0 19x26-63”  
 New York Central & Hudson River #577  
 1899 to New York Central (New York Central & Hudson River) J  
 #1525 (1<sup>st</sup>)  
 to New York Central (New York Central & Hudson River) E #1525 (1<sup>st</sup>)  
 August 1907 rebuilt  
 October 1923 sold to Pennsylvania Wood & Iron Company  
 AAT, BAX

1747 October 1890 2-6-0 19x26-63”  
 New York Central & Hudson River #578  
 1899 to New York Central (New York Central & Hudson River) J  
 #1526 (1<sup>st</sup>)  
 to New York Central (New York Central & Hudson River) E #1526 (1<sup>st</sup>)  
 August 1907 rebuilt  
 November 1916 scrapped  
 AAT, BAX

1748 October 1890 2-6-0 19x26-63”  
 New York Central & Hudson River #579  
 1899 to New York Central (New York Central & Hudson River) J  
 #1527 (1<sup>st</sup>)  
 to New York Central (New York Central & Hudson River) E #1527 (1<sup>st</sup>)  
 July 1905 rebuilt  
 March 1915 scrapped  
 AAT, BAX

1749 October 1890 4-4-0 18x24-64.7”  
 Illinois Central Railroad #905  
 1906 to Illinois Central Railroad #1905  
 1922 to Illinois Central Railroad #4905  
 June 1940 retired from service  
 held for exhibition purposes  
 AAT

1750 October 1890 4-4-0 18x24-64.7"

Illinois Central Railroad #906

1906 to Illinois Central Railroad #1906

1922 to Illinois Central Railroad #4906

June 1940 scrapped

AAT

1751 October 1890 4-4-0 18x24-64.7"

Illinois Central Railroad #907

1906 to Illinois Central Railroad #1907

1922 to Illinois Central Railroad #4907

July 1935 scrapped

AAT

1752 October 1890 4-4-0 18x24-64.7"

Illinois Central Railroad #908

1906 to Illinois Central Railroad #1908 (1<sup>st</sup>)

1922 to Illinois Central Railroad #4908

June 1935 scrapped

AAT

1753 October 1890 4-4-0 18x24-64.7"

Illinois Central Railroad #909

1906 to Illinois Central Railroad #1909 (1<sup>st</sup>)

1922 to Illinois Central Railroad #4909

June 1935 scrapped

AAT

1754 October 1890 4-4-0 18x24-64.7"

Illinois Central Railroad #910

1906 to Illinois Central Railroad #1910 (1<sup>st</sup>)

1922 to Illinois Central Railroad #4910

July 1935 scrapped

AAT

1755 October 1890 4-4-0 18x24-64.7"

Illinois Central Railroad #911

1906 to Illinois Central Railroad #1911 (1<sup>st</sup>)

1922 to Illinois Central Railroad #4911

July 1935 scrapped

AAT

1756 October 1890 4-4-0 18x24-64.7"

Illinois Central Railroad #912

1906 to Illinois Central Railroad #1912 (1<sup>st</sup>)

1922 to Illinois Central Railroad #4912

May 1935 scrapped

AAT

1757 October 1890 4-6-0 19x26-69"

Atchison, Topeka & Santa Fe #429

1898 to Atchison, Topeka & Santa Fe #799

1900 to Atchison, Topeka & Santa Fe 406 class #407

February 1921 scrapped

AAT

1758 October 1890 4-6-0 19x26-69"

Atchison, Topeka & Santa Fe #430

1898 to Atchison, Topeka & Santa Fe #800

1900 to Atchison, Topeka & Santa FE 406 class #408

March 1922 scrapped

AAT

1759 October 1890 4-6-0 19x26-69"

Atchison, Topeka & Santa Fe #431

1898 to Atchison, Topeka & Santa Fe #801

1900 to Atchison, Topeka & Santa Fe 406 class #409

December 1923 scrapped

AAT

1760 October 1890 4-6-0 19x26-69"

Atchison, Topeka & Santa Fe #432

1898 to Atchison, Topeka & Santa Fe #802

1900 to Atchison, Topeka & Santa Fe 406 class #410

June 1925 scrapped

AAT

1761 October 1890 4-6-0 19x26-69"

Atchison, Topeka & Santa Fe #433

1898 to Atchison, Topeka & Santa Fe #803

1900 to Atchison, Topeka & Santa Fe 406 class #411

December 1924 scrapped

AAT

1762 October 1890 4-6-0 19x26-69”

Atchison, Topeka & Santa Fe #434

1898 to Atchison, Topeka & Santa Fe #804

1900 to Atchison, Topeka & Santa Fe 406 class #406

January 1921 scrapped

AAT

1763 November 1890 4-6-0 17x24-57”

Lake Shore & Michigan Southern E-4a #282 “George Palmer”

1905 to New York Central (Lake Shore & Michigan Southern) F-49a  
#5136 (1<sup>st</sup>)

November 1909 sold to Hicks Locomotive Works

AAT, BAX

1764 November 1890 4-6-0 17x24-57”

Lake Shore & Michigan Southern E-4a #286 “J. L. Grant”

1905 to New York Central (Lake Shore & Michigan Southern) F-49a  
#5137 (1<sup>st</sup>)

November 1910 sold to Hicks Locomotive Works

AAT, BAX

1765 November 1890 4-6-0 17x24-57”

Lake Shore & Michigan Southern E-4a #327

00/1905 to New York Central (Lake Shore & Michigan Southern) F-49a  
#5139 (1<sup>st</sup>)

September 1907 rebuilt F-49g

New York Central (Lake Shore & Michigan Southern) F-49g #5139 (1<sup>st</sup>)

October 1915 scrapped

AAT, BAX

1766 November 1890 4-6-0 17x24-57”

Lake Shore & Michigan Southern E-4a #345 (2<sup>nd</sup>)

September 1901 rebuilt with new firebox

1901 to Lake Shore & Michigan Southern E-4a #271

00/1905 to New York Central (Lake Shore & Michigan Southern) F-49a  
#5129 (1<sup>st</sup>)

September 1912 sold to Georgia Car & Locomotive #219

October 28, 1912 sold to Aberdeen & Rockfish #8

post 1926 sold

AAT, BAX

1767 November 1890 4-6-0 17x24-57”

Lake Shore & Michigan Southern E-4a #368

1901 to Lake Shore & Michigan Southern E-4a #316

00/1905 to New York Central (Lake Shore & Michigan Southern) F-49a  
#5138 (1<sup>st</sup>)

November 1909 sold to Hicks Locomotive Works

AAT, BAX

1768 November 1890 2-6-0 18x24-56”

Flint & Pere Marquette #92

January 1900 sold to Pere Marquette M-2 #243  
by 1920 scrapped

AAT

1769 November 1890 2-6-0 18x24-56”

Flint & Pere Marquette #93

January 1900 sold to Pere Marquette M-2 #244

December 1920 scrapped

AAT

1770 November 1890 0-6-0 18x24-51”

Chicago & Northern Pacific #12

July 1897 sold to Chicago Terminal & Transfer A-2 #12

1911 sold to Baltimore & Ohio Chicago Terminal D-25 #2 (5<sup>th</sup>)

1911 sold to Georgia Car & Locomotive Company #182

June 23, 1913 sold to Greenville, Spartanburg & Anderson #80

1914 sold to Piedmont & Northern #80

sold to Georgia Car & Locomotive Company #451

September 1920 sold to Municipal Docks & Terminals #101 (for  
\$12,312.50)

AAT

1771 November 1890 0-6-0 18x24-51”

Chicago & Northern Pacific #13

July 1897 sold to Chicago Terminal & Transfer A-2 #13

1911 sold to Baltimore & Ohio Chicago Terminal D-25 #3 (5<sup>th</sup>)

March 1911 sold to Georgia Car & Locomotive Company #156

sold to Birmingham Rail & Locomotive

May 19, 1919 sold to Ball & Benton Gravel

AAT



1772 November 1890 0-6-0 18x24-51”

Chicago & Northern Pacific #14

July 1897 sold to Chicago Terminal & Transfer A-2 #14

1911 sold to Baltimore & Ohio Chicago Terminal D-25 #6 (3<sup>rd</sup>)

1919 sold to Birmingham Rail & Locomotive Company “Terminal #6”

July 2, 1919 sold to American Cast Iron Pipe Company #102

sold to Birmingham Rail & Locomotive #1418

May 17, 1922 sold to Roach & Stansell

AAT

1773 November 1890 0-6-0 18x24-51”

Chicago & Northern Pacific #15

July 1897 sold to Chicago Terminal & Transfer A-2 #15

1911 sold to Baltimore & Ohio Chicago Terminal D-25 #7 (3<sup>rd</sup>)

1918 retired from service

AAT

1774 November 1890 0-6-0 18x24-51”

Chicago & Northern Pacific #16

July 1897 sold to Chicago Terminal & Transfer A-2 #16

1911 sold to Baltimore & Ohio Chicago Terminal D-25 #10 (6<sup>th</sup>)

1918 retired from service

AAT

1775 November 1890 0-6-0 18x24-51”

Chicago & Northern Pacific #17

July 1897 sold to Chicago Terminal & Transfer A-2 #17

1911 sold to Baltimore & Ohio Chicago Terminal D-25 #15 (4<sup>th</sup>)

1919 retired from service

AAT

1776 November 1890 0-6-0 18x24-51”

Chicago & Northern Pacific #18

July 1897 sold to Chicago Terminal & Transfer A-2 #18

1911 sold to Baltimore & Ohio Chicago Terminal D-25 #17 (5<sup>th</sup>)

1919 retired from service

AAT

1777 December 1890 0-6-0 18x24-51”

Chicago & Northern Pacific #19

July 1897 sold to Chicago Terminal & Transfer A-2 #19

1911 sold to Baltimore & Ohio Chicago Terminal D-25 #20 (5<sup>th</sup>)

1919 sold to Birmingham Rail & Locomotive

June 21, 1919 sold to J. N. George & Sons

AAT

1778 December 1890 0-6-0 18x24-51”

Chicago & Northern Pacific #22

July 1897 sold to Chicago Terminal & Transfer #122

1911 sold to Baltimore & Ohio Chicago Terminal D-25 #21 (5<sup>th</sup>)

1919 retired from service

AAT

1779 December 1890 0-6-0 18x24-51”

Chicago & Northern Pacific #23

July 1897 sold to Chicago Terminal & Transfer #123

1911 sold to Baltimore & Ohio Chicago Terminal D-25 #24 (3<sup>rd</sup>)

1919 retired from service

AAT

1780 December 1890 0-6-0 18x24-51”

Chicago & Northern Pacific #24

July 1897 sold to Chicago Terminal & Transfer #124

1911 sold to Baltimore & Ohio Chicago Terminal D-25 #30 (4<sup>th</sup>)

1919 sold to Birmingham Rail & Locomotive “Terminal #30”

March 22, 1920 sold to Georgia Railway & Power Company

AAT

1781 December 1890 0-4-0 17x24-51”

Chicago & Northern Pacific #8

August 1897 sold to Chicago Terminal & Transfer A-2 #8

1911 sold to Baltimore & Ohio Chicago Terminal C-14 #66

1917 sold to Baltimore & Ohio C-14 #66 (4<sup>th</sup>)

1928 off roster

AAT

1782 December 1890 0-4-0 17x24-51"  
 Chicago & Northern Pacific #9  
 July 1897 sold to Chicago Terminal & Transfer A-2 #9  
 1911 sold to Baltimore & Ohio Chicago Terminal C-14 #67  
 1917 sold to Baltimore & Ohio C-14 #67 (4<sup>th</sup>)  
 1933 off roster  
 AAT

1783 December 1890 0-4-0 17x24-51"  
 Chicago & Northern Pacific #10  
 July 1897 sold to Chicago Terminal & Transfer A-2 #10  
 1911 sold to Baltimore & Ohio Chicago Terminal C-14 #69  
 1917 sold to Baltimore & Ohio C-14 #69 (5<sup>th</sup>)  
 1918 off roster  
 AAT

1784 December 1890 0-4-0 17x24-51"  
 Chicago & Northern Pacific #11  
 July 1897 sold to Chicago Terminal & Transfer A-2 #11  
 1911 sold to Baltimore & Ohio Chicago Terminal C-14 #70  
 1917 sold to Baltimore & Ohio C-14 #70  
 1944 off roster  
 AAT

1785 December 1890 0-6-0 18x24-51"  
 Illinois Central Railroad #111 (2<sup>nd</sup>)  
 September 1922 scrapped  
 AAT, ICR

1786 December 1890 0-6-0 18x24-51"  
 Illinois Central Railroad #112 (3<sup>rd</sup>)  
 August 1926 scrapped  
 AAT, ICR

1787 December 1890 0-6-0 18x24-51"  
 Illinois Central Railroad #113 (3<sup>rd</sup>)  
 June 1925 scrapped  
 AAT, ICR

1788 December 1890 0-6-0 18x24-51"  
 Illinois Central Railroad #114 (3<sup>rd</sup>)  
 September 1920 sold  
 AAT, ICR

1789 December 1890 0-6-0 18x24-51"  
 Illinois Central Railroad #115 (2<sup>nd</sup>)  
 February 1920 sold to Interstate Gravel #115  
 September 1926 scrapped  
 AAT, BAX

1790 December 1890 0-6-0 18x24-51"  
 Illinois Central Railroad #116 (2<sup>nd</sup>)  
 September 1921 scrapped  
 AAT, ICR

1791 December 1890 0-6-0 18x24-51"  
 Illinois Central Railroad #117 (3<sup>rd</sup>)  
 August 1926 scrapped  
 AAT, ICR

1792 January 1890 0-6-0 17x24-48" Order B-396  
 Cleveland Belt Lime #100  
 May 1891 sold to Cleveland Belt & Terminal #100 (1<sup>st</sup>)  
 1892 sold to Cleveland, Canton & Southern #7 (2<sup>nd</sup>)  
 August 1899 sold to Wheeling & Lake Erie #12 (2<sup>nd</sup>)  
 1905 to Wheeling & Lake Erie B-1 #29 (3<sup>rd</sup>)  
 1920 to Wheeling & Lake Erie B-1 #1804  
 July 1923 scrapped  
 AAT

1793 January 1890 4-4-0 18x24-64.7"  
 Illinois Central Railroad #913  
 1906 to Illinois Central Railroad #1913 (1<sup>st</sup>)  
 1922 to Illinois Central Railroad #4913  
 May 1935 scrapped  
 AAT

1794 January 1890 4-4-0 18x24-64.7"  
 Illinois Central Railroad #914  
 1906 to Illinois Central Railroad #1914 (1<sup>st</sup>)  
 1922 to Illinois Central Railroad #4914  
 May 1935 scrapped  
 AAT

1795 January 1891 4-4-0 18x24-64.7"  
 Illinois Central Railroad #915  
 1906 scrapped  
 AAT

1796 January 1891 4-4-0 18x24-64.7"

Illinois Central Railroad #916

1906 to Illinois Central Railroad #1916 (1<sup>st</sup>)

1922 to Illinois Central Railroad #4916

May 1935 scrapped

AAT

1797 January 1891 4-4-0 18x24-64.7"

Illinois Central Railroad #917

1906 to Illinois Central Railroad #1917 (1<sup>st</sup>)

1922 to Illinois Central Railroad #4917

June 1935 scrapped

AAT

1798 January 1891 4-4-0 18x24-64.7"

Illinois Central Railroad #918

1906 to Illinois Central Railroad #1918 (1<sup>st</sup>)

1922 to Illinois Central Railroad #4918

June 1935 scrapped

AAT

1799 January 1891 4-4-0 18x24-64.7"

Illinois Central Railroad #919

1906 to Illinois Central Railroad #1919 (1<sup>st</sup>)

1922 to Illinois Central Railroad #4919

June 1935 scrapped

AAT

1800 January 1891 4-4-0 18x24-64.7"

Illinois Central Railroad #920

1906 to Illinois Central Railroad #1920 (1<sup>st</sup>)

1922 to Illinois Central Railroad #4920

June 1935 scrapped

AAT

1801 January 1891 4-4-0 18x24-64.7"

Illinois Central Railroad #921

1906 to Illinois Central Railroad #1921 (1<sup>st</sup>)

1922 to Illinois Central Railroad #4921

July 1929 scrapped

AAT

1802 January 1891 4-4-0 18x24-64.7"

Illinois Central Railroad #922

1906 to Illinois Central Railroad #1922 (1<sup>st</sup>)

1922 to Illinois Central Railroad #4922

July 1935 scrapped

AAT

1803 January 1891 4-4-0 18x24-64.7"

Illinois Central Railroad #923

1906 to Illinois Central Railroad #1923 (1<sup>st</sup>)

1922 to Illinois Central Railroad #4923

May 1935 scrapped

AAT

1804 January 1891 4-4-0 18x24-64.7"

Illinois Central Railroad #924

1906 to Illinois Central Railroad #1924 (1<sup>st</sup>)

1922 to Illinois Central Railroad #4924

May 1935 scrapped

AAT

1805 January 1891 4-4-0 18x24-64.7"

Illinois Central Railroad #925

1906 to Illinois Central Railroad #1925 (1<sup>st</sup>)

1922 to Illinois Central Railroad #4925

June 1935 scrapped

AAT

1806 January 1891 4-4-0 18x24-64.7"

Illinois Central Railroad #926

1906 to Illinois Central Railroad #1926 (1<sup>st</sup>)

1922 to Illinois Central Railroad #4926

July 1929 scrapped

AAT

1807 January 1891 4-4-0 18x24-64.7"

Illinois Central Railroad #927

1906 to Illinois Central Railroad #1927 (1<sup>st</sup>)

1922 to Illinois Central Railroad #4927

May 1935 scrapped

AAT

1808 January 1891 4-4-0 18x24-64.7"

Illinois Central Railroad #928

1906 to Illinois Central Railroad #1928 (1<sup>st</sup>)

1922 to Illinois Central Railroad #4928

June 1935 scrapped

AAT

1809 January 1891 4-4-0 18x24-64.7"

Illinois Central Railroad #929

1906 to Illinois Central Railroad #1929 (1<sup>st</sup>)

1922 to Illinois Central Railroad #4929

July 1929 scrapped

AAT

1810 February 1891 4-6-0 18x24-63"

Atchison, Topeka & Santa Fe #764

1898 to Atchison, Topeka & Santa Fe #598

1900 to Atchison, Topeka & Santa Fe 151 class #198

January 1921 scrapped

AAT

1811 February 1891 4-6-0 18x24-63"

Atchison, Topeka & Santa Fe #765

1898 to Atchison, Topeka & Santa Fe #599

1900 to Atchison, Topeka & Santa Fe 151 class #199

September 1925 scrapped

AAT

1812 February 1891 4-6-0 18x24-63"

Atchison, Topeka & Santa Fe #766

1898 to Atchison, Topeka & Santa Fe #600

1900 to Atchison, Topeka & Santa Fe 151 class #200

November 1922 scrapped

AAT

1813 February 1891 4-6-0 18x24-63"

Atchison, Topeka & Santa Fe #767

1898 to Atchison, Topeka & Santa Fe #591

1900 to Atchison, Topeka & Santa Fe 151 class #191

July 1919 scrapped

AAT

1814 February 1891 4-6-0 18x24-63"

Atchison, Topeka & Santa Fe #768

1898 to Atchison, Topeka & Santa Fe #558

1900 to Atchison, Topeka & Santa Fe 151 class #158

November 1924 scrapped

AAT

1815 February 1891 4-6-0 18x24-63"

Atchison, Topeka & Santa Fe #769

1898 to Atchison, Topeka & Santa Fe #559

1900 to Atchison, Topeka & Santa Fe 151 class #159

June 1919 scrapped

AAT

1816 February 1891 4-6-0 18x24-63"

Atchison, Topeka & Santa Fe #770

1898 to Atchison, Topeka & Santa Fe #560

1900 to Atchison, Topeka & Santa Fe 151 class #160

sold

AAT

1817 February 1891 4-6-0 18x24-63"

Atchison, Topeka & Santa Fe #771

1898 to Atchison, Topeka & Santa Fe #561

1900 to Atchison, Topeka & Santa Fe 151 class #161

July 1916 scrapped

AAT

1818 February 1891 4-6-0 18x24-63"

Atchison, Topeka & Santa Fe #772

1898 to Atchison, Topeka & Santa Fe #562

1900 to Atchison, Topeka & Santa Fe 151 class #162

sold to Gulf, Colorado & Santa Fe

sold to Buffalo Northwestern

April 1929 sold to Atchison, Topeka & Santa Fe 151 class #220

August 1930 scrapped

AAT

1819 February 1891 4-6-0 18x24-63"

Atchison, Topeka & Santa Fe #773

1898 to Atchison, Topeka & Santa Fe #563

1900 to Atchison, Topeka & Santa Fe 151 class #163

October 1925 scrapped

AAT

1820 February 1891 4-6-0 18x24-63"  
 Atchison, Topeka & Santa Fe #774  
 1898 to Atchison, Topeka & Santa Fe #564  
 1900 to Atchison, Topeka & Santa Fe 151 class #164  
 June 1918 sold to Gulf & Northern #2  
 May 1922 sold to Atchison, Topeka & Santa Fe 151 class #164  
 AAT

1821 February 1891 4-6-0 18x24-63"  
 Atchison, Topeka & Santa Fe #775  
 1898 to Atchison, Topeka & Santa Fe #565  
 1900 to Atchison, Topeka & Santa Fe 151 class #165  
 July 1923 scrapped  
 AAT

1822 February 1891 4-6-0 18x24-63"  
 Atchison, Topeka & Santa Fe #776  
 1898 to Atchison, Topeka & Santa Fe #566  
 1900 to Atchison, Topeka & Santa Fe 151 class #166  
 July 1937 scrapped  
 AAT

1823 February 1891 4-6-0 18x24-63"  
 Atchison, Topeka & Santa Fe #777  
 1898 to Atchison, Topeka & Santa Fe #567  
 1900 to Atchison, Topeka & Santa Fe 151 class #167  
 May 1922 scrapped  
 AAT

1824 February 1891 4-6-0 18x24-63"  
 Atchison, Topeka & Santa Fe #778  
 1898 to Atchison, Topeka & Santa Fe #568  
 1900 to Atchison, Topeka & Santa Fe 151 class #168  
 March 1921 scrapped  
 AAT

1825 February 1891 2-4-4T 15x22-57"  
 Chicago & Northern Pacific #20  
 August 1897 sold to Chicago Terminal & Transfer #20  
 1902 sold to Chicago, Richmond & Muncie #25  
 May 1903 sold to Chicago, Cincinnati & Louisville #25  
 July 1910 sold to Chesapeake & Ohio #1008  
 March 1911 sold to Joseph Brothers  
 AAT

1826 February 1891 2-4-4T 15x22-57"  
 Chicago & Northern Pacific #21  
 August 1897 sold to Chicago Terminal & Transfer #21  
 1902 sold to Chicago, Richmond & Muncie #26  
 May 1903 sold to Chicago, Cincinnati & Louisville #26  
 1911 sold to J. Joseph Brothers  
 AAT

1827 February 1891 0-6-0 18x24-51"  
 Illinois Central Railroad #118 (2<sup>nd</sup>)  
 March 1927 sold to Interstate Gravel Company  
 AAT, ICR

1828 February 1891 0-6-0 18x24-51"  
 Illinois Central Railroad #119 (2<sup>nd</sup>)  
 July 1929 sold to Briggs & Turivas Company  
 AAT, ICR

1829 February 1891 0-6-0 18x24-51"  
 Illinois Central Railroad #120 (2<sup>nd</sup>)  
 June 1925 scrapped  
 AAT, ICR

1830 February 1891 0-6-0 18x24-51"  
 Illinois Central Railroad #121 (2<sup>nd</sup>)  
 June 1925 scrapped  
 AAT, ICR

1831 February 1891 0-6-0 18x24-51"  
 Illinois Central Railroad #122 (2<sup>nd</sup>)  
 July 1929 sold to Briggs & Turivas Company  
 AAT, ICR

1832 February 1891 0-6-0 18x24-51"  
 Illinois Central Railroad #123 (2<sup>nd</sup>)  
 1925 rebuilt  
 0-6-0T  
 Illinois Central Railroad #2501  
 by 1941 sold to Cagen Gravel Company  
 AAT, ICR

1833 September 1891 compressed air  
 Consolidated Street Railway #204 "Mekanshi" (J. F. Lewis)  
 AAT

1834 March 1891 4-6-0 18x24-56"  
New York, Chicago & Saint Louis #89  
1910 to New York, Chicago & Saint Louis I #270  
1917 scrapped  
AAT

1835 March 1891 4-6-0 18x24-56"  
New York, Chicago & Saint Louis #90  
1910 to New York, Chicago & Saint Louis I #271  
September 1916 scrapped  
AAT

1836 March 1891 4-6-0 18x24-56"  
New York, Chicago & Saint Louis #91  
1910 to New York, Chicago & Saint Louis I #272  
December 1920 scrapped  
AAT

1837 March 1891 4-6-0 18x24-56"  
New York, Chicago & Saint Louis #92  
1910 to New York, Chicago & Saint Louis I #273  
October 1914 scrapped  
AAT

1838 March 1891 4-6-0 18x24-56"  
New York, Chicago & Saint Louis #93  
1910 to New York, Chicago & Saint Louis I #274  
December 1920 retired from service  
AAT

1839 March 1891 4-6-0 18x24-63"  
Atchison, Topeka & Santa Fe #779  
1898 to Atchison, Topeka & Santa Fe #569  
1900 to Atchison, Topeka & Santa Fe 151 class #169  
April 1923 scrapped  
AAT

1840 March 1891 4-6-0 18x24-63"  
Atchison, Topeka & Santa Fe #780  
1898 to Atchison, Topeka & Santa Fe #570  
1900 to Atchison, Topeka & Santa Fe 151 class #170  
November 1917 scrapped  
AAT

1841 March 1891 4-6-0 18x24-63"  
Atchison, Topeka & Santa Fe #781  
1898 to Atchison, Topeka & Santa Fe #571  
1900 to Atchison, Topeka & Santa Fe 151 class #171  
November 1917 sold to Gulf & Northern #1  
May 1922 to Atchison, Topeka & Santa Fe 151 class #171  
June 1923 scrapped  
AAT

1842 1891 4-6-0 18x24-63"  
Atchison, Topeka & Santa Fe #782  
1898 to Atchison, Topeka & Santa Fe #572  
1900 to Atchison, Topeka & Santa Fe 151 class #172  
May 1917 scrapped  
AAT

1843 1891 4-6-0 18x24-63"  
Atchison, Topeka & Santa Fe #783  
1898 to Atchison, Topeka & Santa Fe #573  
1900 to Atchison, Topeka & Santa Fe 151 class #173  
November 1923 scrapped  
AAT

1844 1891 4-6-0 18x24-63"  
Atchison, Topeka & Santa Fe #784  
1898 to Atchison, Topeka & Santa Fe #574  
1900 to Atchison, Topeka & Santa Fe 151 class #174  
June 1926 scrapped  
AAT

1845 1891 4-6-0 18x24-63"  
Atchison, Topeka & Santa Fe #785  
1898 to Atchison, Topeka & Santa Fe #575  
1900 to Atchison, Topeka & Santa Fe 151 class #175  
September 1919 scrapped  
AAT

1846 1891 4-6-0 18x24-63"  
Atchison, Topeka & Santa Fe #786  
1898 to Atchison, Topeka & Santa Fe #576  
1900 to Atchison, Topeka & Santa Fe 151 class #176  
August 1926 scrapped  
AAT

1847 1891 4-6-0 18x24-63"

Atchison, Topeka & Santa Fe #787

1898 to Atchison, Topeka & Santa Fe #577

1900 to Atchison, Topeka & Santa Fe 151 class #177

July 1925 sold to Dallas Washed Sand & Gravel Company

AAT

1848 1891 4-6-0 18x24-63"

Atchison, Topeka & Santa Fe #788

1898 to Atchison, Topeka & Santa Fe #578

1900 to Atchison, Topeka & Santa Fe 151 class #178

April 1930 scrapped

AAT

1849 1891 4-6-0 18x24-63"

Atchison, Topeka & Santa Fe #789

1898 to Atchison, Topeka & Santa Fe #579

1900 to Atchison, Topeka & Santa Fe 151 class #179

August 1923 scrapped

AAT

1850 1891 4-6-0 18x24-63"

Atchison, Topeka & Santa Fe #790

1898 to Atchison, Topeka & Santa Fe #580

1900 to Atchison, Topeka & Santa Fe 151 class #180

May 1922 scrapped

AAT

1851 1891 4-6-0 18x24-63"

Atchison, Topeka & Santa Fe #791

1898 to Atchison, Topeka & Santa Fe #581

1900 to Atchison, Topeka & Santa Fe 151 class #181

December 1925 scrapped

AAT

1852 1891 4-6-0 18x24-63"

Atchison, Topeka & Santa Fe #792

1898 to Atchison, Topeka & Santa Fe #582

1900 to Atchison, Topeka & Santa Fe 151 class #182

January 1922 scrapped

AAT

1853 1891 4-6-0 18x24-63"

Atchison, Topeka & Santa Fe #793

1898 to Atchison, Topeka & Santa Fe #583

1900 to Atchison, Topeka & Santa Fe 151 class #183

June 1933 scrapped

AAT

1854 1891 4-6-0 18x24-63"

Atchison, Topeka & Santa Fe #794

1898 to Atchison, Topeka & Santa Fe #584

1900 to Atchison, Topeka & Santa Fe 151 class #184

January 1922 scrapped

AAT

1855 1891 4-6-0 18x24-63"

Atchison, Topeka & Santa Fe #795

1898 to Atchison, Topeka & Santa Fe #585

1900 to Atchison, Topeka & Santa Fe 151 class #185

February 1923 scrapped

AAT

1856 1891 4-6-0 18x24-63"

Atchison, Topeka & Santa Fe #796

1898 to Atchison, Topeka & Santa Fe #586

1900 to Atchison, Topeka & Santa Fe 151 class #186

sold

AAT

1857 1891 4-6-0 18x24-63"

Atchison, Topeka & Santa Fe #797

1898 to Atchison, Topeka & Santa Fe #587

1900 to Atchison, Topeka & Santa Fe 151 class #187

June 1921 scrapped

AAT

1858 1891 4-6-0 18x24-63"

Atchison, Topeka & Santa Fe #798

1898 to Atchison, Topeka & Santa Fe #588

1900 to Atchison, Topeka & Santa Fe 151 class #188

December 1937 scrapped

AAT

1859 1891 4-6-0 18x24-63”

Atchison, Topeka & Santa Fe #799

1898 to Atchison, Topeka & Santa Fe #589

1900 to Atchison, Topeka & Santa Fe 151 class #189

October 1933 scrapped

AAT

1860 April 1891 4-6-0 18x24-63”

Atchison, Topeka & Santa Fe #800

1898 to Atchison, Topeka & Santa Fe #590

1900 to Atchison, Topeka & Santa Fe 151 class #190

March 1927 scrapped

AAT

1861 April 1891 4-6-0 18x24-63”

Atchison, Topeka & Santa Fe #801

1898 to Atchison, Topeka & Santa Fe #601

1900 to Atchison, Topeka & Santa Fe 151 class #201

October 1935 scrapped

AAT

1862 April 1891 4-6-0 18x24-63”

Atchison, Topeka & Santa Fe #802

1898 to Atchison, Topeka & Santa Fe #602

1900 to Atchison, Topeka & Santa Fe #202

1903 sold to Santa Fe, Prescott & Phoenix #17

December 1911 retired from service

to Atchison, Topeka & Santa Fe #202

June 1922 scrapped

AAT

1863 April 1891 0-4-4T 49” gauge 16x24-50”

Atlantic Mining Company #4 “Joseph E. Gay”

AAT

1864 April 1891 4-6-0 17x24-69”

Lake Shore & Michigan Southern #153

1905 to Lake Shore & Michigan Southern Ea #5030

November 1910 sold to New York Central & Hudson River F-46a #2193  
to New York Central & Hudson River F-46c #2193

1932 retired from service

AAT

1865 April 1891 4-6-0 17x24-69”

Lake Shore & Michigan Southern #154

1905 to Lake Shore & Michigan Southern #5031

November 1921 scrapped

AAT

1866 April 1891 4-6-0 17x24-69”

Lake Shore & Michigan Southern #157

1905 to Lake Shore & Michigan Southern #5032

December 1909 sold to New York Central (New York Central & Hudson  
River) F-46a #2192 (2<sup>nd</sup>)

rebuilt

New York Central (New York Central & Hudson River) F-46c #2192 (2<sup>nd</sup>)

1928 retired from service

AAT, BAX

1867 April 1891 4-6-0 17x24-69”

Lake Shore & Michigan Southern #188 “William Case”

1905 to Lake Shore & Michigan Southern #5033

January 1910 to New York Central & Hudson River #2194

1932 retired from service

AAT

1868 April 1891 4-6-0 17x24-69”

Lake Shore & Michigan Southern #284 “R. N. Brown”

1905 to Lake Shore & Michigan Southern #5034

September 1928 scrapped

AAT

1887 1891 4-6-0

Wisconsin Central #211 (1<sup>st</sup>)

June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin  
Central) #2609

December 1928 dismantled

WCA, WCZ

1888 1891 4-6-0

Wisconsin Central #212 (1<sup>st</sup>)

June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin  
Central) #2610

November 1932 dismantled

WCA, WCZ



1889 1891 4-6-0  
 Wisconsin Central #213 (1<sup>st</sup>)  
 June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) #2611  
 October 1927 dismantled  
 WCA, WCZ

1890 1891 4-6-0  
 Wisconsin Central #214 (1<sup>st</sup>)  
 June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) #2612  
 July 1930 dismantled  
 WCA, WCZ

1891 1891 4-6-0  
 Wisconsin Central #215 (1<sup>st</sup>)  
 June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) #2613  
 November 1932 dismantled  
 WCA, WCZ

1899 1891 4-4-0  
 Toledo & Ohio Central #473  
 June 1914 to New York Central (Zanesville & Western) C-95a #9718 (1<sup>st</sup>)  
 September 1923 retired from service  
 BAX

1900 1891 4-4-0  
 Toledo & Ohio Central #474  
 1911 to New York Central (Toledo & Ohio Central) C-95a #9555 (1<sup>st</sup>)  
 June 1914 to New York Central (Zanesville & Western) C-95a #9717 (1<sup>st</sup>)  
 by 1918 sold to Casparis Stone Company  
 BAX

1905 1891 4-6-0  
 Wisconsin Central #216 (1<sup>st</sup>)  
 June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) #2614  
 August 1929 dismantled  
 WCA, WCZ

1906 1891 4-6-0  
 Wisconsin Central #217 (1<sup>st</sup>)  
 June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) #2615  
 November 1932 dismantled  
 WCA, WCZ

1907 1891 4-6-0  
 Wisconsin Central #218 (1<sup>st</sup>)  
 June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) #2616  
 November 1932 dismantled  
 WCA, WCZ

1908 1891 4-6-0  
 Wisconsin Central #219 (1<sup>st</sup>)  
 June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) #2617  
 WCZ

1909 1891 4-6-0  
 Wisconsin Central #220 (1<sup>st</sup>)  
 June 1909 leased to Minneapolis, Saint Paul & Sault Sainte Marie (WC) #2618  
 June 1930 dismantled  
 WCA, WCZ

1920 00/1891 4-6-0  
 Lake Shore & Michigan Southern #283  
 00/1905 to New York Central (Lake Shore & Michigan Southern) F-49b #5141 (1<sup>st</sup>)  
 December 1910 scrapped  
 BAX

1921 00/1891 4-6-0  
 Lake Shore & Michigan Southern #495  
 00/1905 to New York Central (Lake Shore & Michigan Southern) F-49b #5142 (1<sup>st</sup>)  
 November 1909 sold to Hicks Locomotive Works  
 BAX

1922 00/1891 4-6-0  
 Lake Shore & Michigan Southern #554  
 00/1905 to New York Central (Lake Shore & Michigan Southern) F-49b  
 #5143 (1<sup>st</sup>)  
 August 1910 sold to Atlantic Equipment  
 BAX

1923 00/1891 4-6-0  
 Lake Shore & Michigan Southern #555  
 00/1905 to New York Central (Lake Shore & Michigan Southern) F-49b  
 #5144 (1<sup>st</sup>)  
 May 1907 converted to F-49h  
 New York Central (Lake Shore & Michigan Southern) F-49h #5144 (1<sup>st</sup>)  
 February 1919 to New York Central (Lake Shore & Michigan Southern)  
 F-49h #5097 (2<sup>nd</sup>)  
 October 1922 scrapped  
 BAX

1924 00/1891 4-6-0  
 Lake Shore & Michigan Southern #556  
 00/1905 to New York Central (Lake Shore & Michigan Southern) F-49b  
 #5145 (1<sup>st</sup>)  
 November 1909 sold to Hicks Locomotive Works  
 BAX

1925 00/1891 4-6-0  
 Lake Shore & Michigan Southern #557  
 00/1905 to New York Central (Lake Shore & Michigan Southern) F-49b  
 #5146 (1<sup>st</sup>)  
 September 1912 sold to Central Locomotive & Car  
 BAX

1926 00/1891 4-6-0  
 Lake Shore & Michigan Southern #558  
 00/1905 to New York Central (Lake Shore & Michigan Southern) F-49b  
 #5147 (1<sup>st</sup>)  
 November 1909 sold to Hicks Locomotive Works  
 BAX

1927 00/1891 4-6-0  
 Lake Shore & Michigan Southern #559  
 00/1905 to New York Central (Lake Shore & Michigan Southern) F-49b  
 #5148 (1<sup>st</sup>)  
 May 1910 scrapped  
 BAX

1928 00/1891 4-6-0  
 Lake Shore & Michigan Southern #560  
 00/1905 to New York Central (Lake Shore & Michigan Southern) F-49b  
 #5149 (1<sup>st</sup>)  
 May 1910 scrapped  
 BAX

1929 00/1891 4-6-0  
 Lake Shore & Michigan Southern #22  
 00/1905 to New York Central (Lake Shore & Michigan Southern) F-49b  
 #5140 (1<sup>st</sup>)  
 October 1912 sold to Southern Iron & Equipment #865  
 BAX

1940 1891 4-6-0  
 Cleveland, Cincinnati, Chicago & Saint Louis #416  
 1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)  
 F-64 #6146 (1<sup>st</sup>)  
 March 1916 scrapped  
 BAX

1941 1891 4-6-0  
 Cleveland, Cincinnati, Chicago & Saint Louis #417  
 November 1906 to New York Central (Cleveland, Cincinnati, Chicago &  
 Saint Louis) F-64 #6147 (1<sup>st</sup>)  
 December 1906 to Cincinnati Northern #6147  
 October 1918 rebuilt  
 1920 to #6381  
 BAX

1942 1891 4-6-0  
 Cleveland, Cincinnati, Chicago & Saint Louis #418  
 1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)  
 F-64 #6148 (1<sup>st</sup>)  
 February 1907 to Cincinnati Northern #6148  
 1920 to #6382  
 BAX

1943 1891 4-6-0

Cleveland, Cincinnati, Chicago & Saint Louis #419

1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)

F-64 #6149 (1<sup>st</sup>)

March 1907 to Cincinnati Northern #6149

1920 to #6383

BAX

1944 1891 4-6-0

Cleveland, Cincinnati, Chicago & Saint Louis #420

1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)

F-64 #6150 (1<sup>st</sup>)

August 1912 rebuilt

1920 to New York Central (New York Central) F-64 #6314 (2<sup>nd</sup>)

December 1933 scrapped

BAX

1945 1891 4-6-0

Cleveland, Cincinnati, Chicago & Saint Louis #421

1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)

F-64 #6151 (1<sup>st</sup>)

December 1906 to Cincinnati Northern #6151

July 1918 rebuilt

1920 to #6384

BAX

1946 1891 4-6-0

Cleveland, Cincinnati, Chicago & Saint Louis #422

1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)

F-64 #6152 (1<sup>st</sup>)

February 1906 scrapped

BAX

1947 1891 4-6-0

Cleveland, Cincinnati, Chicago & Saint Louis #423

1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)

F-64 #6153 (1<sup>st</sup>)

June 1916 scrapped

BAX

1948 1891 4-6-0

Cleveland, Cincinnati, Chicago & Saint Louis #424

1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)

F-64 #6154 (1<sup>st</sup>)

March 1907 to Cincinnati Northern #6154

January 1918 rebuilt

1920 to #6385

BAX

1949 1891 4-6-0

Cleveland, Cincinnati, Chicago & Saint Louis #425

1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)

F-64 #6155 (1<sup>st</sup>)

July 1911 rebuilt

1920 to New York Central (New York Central) F-64 #6315 (2<sup>nd</sup>)

September 1923 scrapped

BAX

1950 1891 4-6-0

Cleveland, Cincinnati, Chicago & Saint Louis #426

1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)

F-64 #6156 (1<sup>st</sup>)

July 1915 scrapped

BAX

1951 1891 4-6-0

Cleveland, Cincinnati, Chicago & Saint Louis #427

1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)

F-64 #6157 (1<sup>st</sup>)

March 1916 scrapped

BAX

1952 1891 4-6-0

Cleveland, Cincinnati, Chicago & Saint Louis #237

1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)

F-63 #6145 (1<sup>st</sup>)

February 1916 scrapped

BAX

1953 1891 4-6-0 Cleveland, Cincinnati, Chicago & Saint Louis #236 1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) F-63 #6144 (1 <sup>st</sup> ) January 1914 scrapped BAX	1990 1891 0-6-0 Illinois Central Railroad #131 (2 <sup>nd</sup> ) July 1927 scrapped ICR
1983 1891 0-6-0 Illinois Central Railroad #124 (2 <sup>nd</sup> ) July 1924 scrapped ICR	1991 1891 0-6-0 Illinois Central Railroad #132 (3 <sup>rd</sup> ) November 1928 sold to Briggs & Turivas Company ICR
1984 1891 0-6-0 Illinois Central Railroad #125 (3 <sup>rd</sup> ) May 1935 scrapped ICR	1993 1891 0-6-0 Wisconsin Central #132 (1 <sup>st</sup> ) June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) #2314 September 1926 dismantled WCA, WCZ
1985 1891 0-6-0 Illinois Central Railroad #126 (3 <sup>rd</sup> ) June 1926 sold to Golden Gravel Company ICR	1994 1891 0-6-0 Wisconsin Central #133 (1 <sup>st</sup> ) June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) #2315 November 1932 dismantled WCA, WCZ
1986 1891 0-6-0 Illinois Central Railroad #127 (3 <sup>rd</sup> ) March 1925 scrapped ICR	1995 1891 0-6-0 Wisconsin Central #134 (1 <sup>st</sup> ) June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) #2316 April 1930 dismantled WCA, WCZ
1987 1891 0-6-0 Illinois Central Railroad #128 (2 <sup>nd</sup> ) September 1926 scrapped ICR	2017 1891 4-6-0 Lake Shore & Michigan Southern #5043 January 1910 to New York Central (New York Central & Hudson River) F-46b #2195 (2 <sup>nd</sup> ) rebuilt New York Central (New York Central & Hudson River) F-46d #2195 (2 <sup>nd</sup> ) by 1928 retired from service BAX
1988 1891 0-6-0 Illinois Central Railroad #129 (2 <sup>nd</sup> ) 1925 rebuilt 0-6-0T Illinois Central Railroad #2502 (2 <sup>nd</sup> ) by 1937 off roster ICR	2037 00/1891 2-6-0 LE&W #111 00/1905 to New York Central (LE&W) E-41 #5346 (1 <sup>st</sup> ) October 1920 scrapped BAX
1989 1891 0-6-0 Illinois Central Railroad #130 (2 <sup>nd</sup> ) November 1928 sold to Briggs & Turivas Company ICR	

2038 00/1891 2-6-0

LE&W #112

00/1905 to New York Central (LE&W) E-41 #5347 (1<sup>st</sup>)

June 1922 scrapped

BAX

2039 00/1891 2-6-0

LE&W #113

00/1905 to New York Central (LE&W) E-41 #5348 (1<sup>st</sup>)

June 1922 scrapped

BAX

2040 00/1891 2-6-0

LE&W #114

00/1905 to New York Central (LE&W) E-41 #5349 (1<sup>st</sup>)

August 1923 scrapped

BAX

2041 00/1892 4-6-0

Lake Shore & Michigan Southern #571

00/1905 to New York Central (Lake Shore & Michigan Southern) F-49c

#5150 (1<sup>st</sup>)

October 1912 sold to Southern Iron & Equipment #866

BAX

2042 00/1892 4-6-0

Lake Shore & Michigan Southern #572

00/1905 to New York Central (Lake Shore & Michigan Southern) F-49c

#5151 (1<sup>st</sup>)

July 1913 sold to H. F. Wardwell

BAX

2043 00/1892 4-6-0

Lake Shore & Michigan Southern #573

00/1905 to New York Central (Lake Shore & Michigan Southern) F-49c

#5152 (1<sup>st</sup>)

November 1909 sold to Hicks Locomotive Works

BAX

2044 00/1892 4-6-0

Lake Shore & Michigan Southern #574

00/1905 to New York Central (Lake Shore & Michigan Southern) F-49c

#5153 (1<sup>st</sup>)

November 1909 sold to Hicks Locomotive Works

BAX

2045 00/1892 4-6-0

Lake Shore & Michigan Southern #575

00/1905 to New York Central (Lake Shore & Michigan Southern) F-49c

#5154 (1<sup>st</sup>)

February 1910 scrapped

BAX

2067 00/1892 4-6-0

Lake Shore & Michigan Southern #576

00/1905 to New York Central (Lake Shore & Michigan Southern) F-49c

#5155 (1<sup>st</sup>)

03/1913 sold to Florala Saw Mill #4

BAX

2068 00/1892 4-6-0

Lake Shore & Michigan Southern #577

00/1905 to New York Central (Lake Shore & Michigan Southern) F-49c

#5156 (1<sup>st</sup>)

October 1912 sold to New York Equipment Company

October 1912 sold to Tampa & Jacksonville #55

BAX

2069 00/1892 4-6-0

Lake Shore & Michigan Southern #578

00/1905 to New York Central (Lake Shore & Michigan Southern) F-49c

#5157 (1<sup>st</sup>)

June 1913 sold to Michigan Railway & Equipment

BAX

2070 00/1892 4-6-0

Lake Shore & Michigan Southern #579

00/1905 to New York Central (Lake Shore & Michigan Southern) F-49c

#5150 (1<sup>st</sup>)

03/1908 converted to F-49i

New York Central (Lake Shore & Michigan Southern) F-49i #5150 (1<sup>st</sup>)

October 1915 scrapped

BAX

2081 00/1892 4-6-0

LS&MS #588

00/1905 to New York Central (LE&W) F-49c #5167 (1<sup>st</sup>)

November 1909 sold to Hicks LCU

BAX

2082 00/1892 4-6-0

LSMS #589

00/1905 to New York Central (LSMS) F-49c #5168 (1<sup>st</sup>)

June 1912 sold to Ha Ha Bay #4

BAX

2083 00/1892 4-6-0

LSMS #590

00/1905 to New York Central (LSMS) F-49c #5169 (1<sup>st</sup>)

January 1910 scrapped

BAX

2093 00/1892 2-8-0

Great Northern F-1 #450 (1<sup>st</sup>)

00/1899 to Great Northern F-1 #516 (1<sup>st</sup>)

June 1928 scrapped

KJB

2094 00/1892 2-8-0

Great Northern F-1 #451 (1<sup>st</sup>)

00/1899 to Great Northern F-1 #517 (1<sup>st</sup>)

00/1927 retired from service

January 1928 scrapped

KJB

2095 00/1892 2-8-0

Great Northern F-1 #452 (1<sup>st</sup>)

00/1899 to Great Northern F-1 #518 (1<sup>st</sup>)

March 1929 scrapped

KJB

2096 00/1892 2-8-0

Great Northern F-1 #453 (1<sup>st</sup>)

00/1899 to Great Northern F-1 #519 (1<sup>st</sup>)

August 1940 scrapped

KJB

2097 00/1892 2-8-0

Great Northern F-1 #454 (1<sup>st</sup>)

00/1899 to Great Northern F-1 #520 (1<sup>st</sup>)

00/1928 retired from service

January 1928 scrapped

KJB

2098 00/1892 2-8-0

Great Northern F-1 #455 (1<sup>st</sup>)

February 1925 rebuilt 0-6-0

Great Northern A-5 #521 (1<sup>st</sup>)

October 1950 scrapped

KJB

2099 June 1892 2-8-0 19x26-55"

Great Northern F-1 #456 (1<sup>st</sup>)

00/1899 to Great Northern F-1 #522 (1<sup>st</sup>)

October 1940 scrapped

AAT, KJB

2100 June 1892 2-8-0 19x26-55"

Great Northern F-1 #457 (1<sup>st</sup>)

00/1899 to Great Northern F-1 #523 (1<sup>st</sup>)

September 1941 scrapped

AAT, KJB

2101 June 1892 2-8-0 19x26-55"

Great Northern F-1 #458 (1<sup>st</sup>)

00/1899 to Great Northern F-1 #524 (1<sup>st</sup>)

1927 retired from service

January 1928 scrapped

AAT, KJB

2102 June 1892 2-8-0 19x26-55"

Great Northern F-1 #459 (1<sup>st</sup>)

1899 to Great Northern F-1 #525 (1<sup>st</sup>)

December 1924 sold to Somers Lumber Company #525

1925 retired from service

to Great Northern F-1 #525 (1<sup>st</sup>)

June 1928 scrapped

AAT, KJB

2103 June 1892 2-8-0 19x26-55"

Great Northern Railway F-1 #460

1899 to Great Northern Railway F-1 #526

1927 retired from service

February 1928 scrapped

AAT

2104 June 1892 2-8-0 19x26-55”  
Great Northern Railway F-1 #461  
1899 to Great Northern Railway F-1 #527  
January 1947 scrapped  
AAT

2105 July 1892 2-8-0 19x26-55”  
Great Northern Railway F-1 #462  
1899 to Great Northern Railway F-1 #528  
December 1929 retired from service  
January 1932 scrapped  
AAT

2106 July 1892 2-8-0 19x26-55”  
Great Northern Railway F-1 #463  
1899 to Great Northern Railway F-1 #529  
June 1928 scrapped  
AAT

2107 July 1892 2-8-0 19x26-55”  
Great Northern Railway F-1 #464 (1<sup>st</sup>)  
1899 to Great Northern Railway F-1 #530  
April 1908 sold to Spokane, Portland & Seattle N-1 #350  
April 1945 retired from service  
1945 to Great Northern F-1 #545 (2<sup>nd</sup>)  
October 1951 scrapped  
AAT

2108 July 1892 2-8-0 19x26-55”  
Great Northern Railway F-1 #465 (1<sup>st</sup>)  
1899 to Great Northern Railway F-1 #531  
January 1927 scrapped  
AAT

2109 July 1892 2-8-0 19x26-55”  
Great Northern Railway F-1 #466 (1<sup>st</sup>)  
1899 to Great Northern Railway F-1 #532  
April 1924 scrapped  
AAT

2110 July 1892 2-8-0 19x26-55”  
Great Northern Railway F-1 #467 (1<sup>st</sup>)  
1899 to Great Northern Railway F-1 #533  
June 1926 scrapped  
AAT

2111 July 1892 2-8-0 19x26-55”  
Great Northern Railway F-1 #468 (1<sup>st</sup>)  
1899 to Great Northern Railway F-1 #534  
December 1928 scrapped  
AAT

2112 July 1892 2-8-0 19x26-55”  
Great Northern Railway F-1 #469 (1<sup>st</sup>)  
1899 to Great Northern Railway F-1 #535  
February 1934 scrapped  
AAT

2113 July 1892 2-8-0 19x26-55”  
Great Northern F-1 #470 (1<sup>st</sup>)  
1899 to Great Northern F-1 #536 (1<sup>st</sup>)  
June 1926 scrapped  
AAT, KJB

2114 July 1892 2-8-0 19x26-55”  
Great Northern F-1 #471 (1<sup>st</sup>)  
1899 to Great Northern F-1 #537 (1<sup>st</sup>)  
February 1934 sold as scrap to Duluth Iron & Metals  
AAT, KJB

2115 July 1892 2-8-0 19x26-55”  
Great Northern F-1 #472 (1<sup>st</sup>)  
1899 to Great Northern F-1 #538 (1<sup>st</sup>)  
June 1928 scrapped  
AAT, KJB

2116 July 1892 2-8-0 19x26-55”  
Great Northern F-1 #473 (1<sup>st</sup>)  
1899 to Great Northern F-1 #539 (1<sup>st</sup>)  
March 1908 sold to Spokane, Portland & Seattle N-1 #351  
September 1947 scrapped  
AAT, KJB

2117 September 1892 2-8-0 19x26-55”  
Great Northern F-1 #499 (1<sup>st</sup>)  
1899 to Great Northern F-1 #565 (1<sup>st</sup>)  
June 1928 scrapped  
AAT, KJB

2118 July 1892 4-6-0 18x24-56"

Toledo & Ohio Central #60

1901 to Toledo & Ohio Central #367

1911 to New York Central (Toledo & Ohio Central) F-95a #9677 (1<sup>st</sup>)

December 1915 sold

AAT, BAX

2119 July 1892 4-6-0 18x24-56"

Toledo & Ohio Central #61

1901 to Toledo & Ohio Central #368

1911 to New York Central (Toledo & Ohio Central) F-95Aa #9678 (1<sup>st</sup>)

to New York Central (Toledo & Ohio Central) F-95Aa #9687 (2<sup>nd</sup>)

1916 to New York Central (Toledo & Ohio Central) F-95Aa #9587 (2<sup>nd</sup>)

April 1917 sold as scrap

AAT, BAX

2120 July 1892 4-6-0 18x24-56"

Toledo & Ohio Central #62

1901 to Toledo & Ohio Central #369

1911 to New York Central (Toledo & Ohio Central) F-95Aa #9679 (1<sup>st</sup>)

New York Central F-95Aa #9688 (2<sup>nd</sup>)

1916 to New York Central F-95Aa #9588 (1<sup>st</sup>)

June 1917 scrapped

AAT, BAX

2121 July 1892 4-6-0 18x24-56"

Toledo & Ohio Central #63

1901 to Toledo & Ohio Central #370

1911 to New York Central (Toledo & Ohio Central) F-95Aa #9680 (1<sup>st</sup>)

New York Central F-95Aa #9689 (2<sup>nd</sup>)

1916 to New York Central F-95Aa #9589 (1<sup>st</sup>)

June 1917 sold to H. Zeiger & Company

AAT, BAX

2122 July 1892 4-6-0 18x24-56"

Toledo & Ohio Central #64

1901 to Toledo & Ohio Central #371

1911 to New York Central (Toledo & Ohio Central) F-95Aa #9681

circa 1915 to New York Central (New York Central) F-95Aa #9691 (2<sup>nd</sup>)

1916 to New York Central (New York Central) F-95Aa #9591 (1<sup>st</sup>)

May 1920 scrapped

AAT, BAX

2123 July 1892 4-6-0 18x24-56"

Toledo & Ohio Central #65

1901 to Toledo & Ohio Central #372

1911 to New York Central (Toledo & Ohio Central) F-95Aa #9682 (2<sup>nd</sup>)

November 1915 scrapped

AAT, BAX

2124 July 1892 4-6-0 18x24-56"

Toledo & Ohio Central #66

1901 to Toledo & Ohio Central #373

1911 to New York Central (Toledo & Ohio Central) F-95Aa #9683 (2<sup>nd</sup>)

1912 to New York Central F-95Aa #9693 (2<sup>nd</sup>)

1916 to New York Central F-95Aa #9593 (1<sup>st</sup>)

May 1917 scrapped

AAT, BAX

2125 July 1892 4-6-0 18x24-56"

Toledo & Ohio Central #67

1901 to Toledo & Ohio Central #374

1911 to New York Central (Toledo & Ohio Central) F-95Aa #9684 (2<sup>nd</sup>)

November 1915 scrapped

AAT, BAX

2126 July 1892 0-6-0 17x24-48"

Cincinnati, Hamilton & Dayton #76

1916 off roster

AAT

2127 July 1892 0-6-0 17x24-48"

Cincinnati, Hamilton & Dayton #77

1914 off roster

AAT

2128 July 1892 0-6-0 17x24-48"

Cincinnati, Hamilton & Dayton #78

1917 sold to Baltimore & Ohio D-27 #89 (5<sup>th</sup>)

June 1923 retired from service

AAT

2129 July 1892 0-6-0 17x24-48"

Cincinnati, Hamilton & Dayton #79

1916 off roster

AAT



2130 August 1892 4-6-0 17x24-50"  
 Cleveland Belt & Terminal #100 (2<sup>nd</sup>)  
 August 1899 sold to Wheeling & Lake Erie #20 (2<sup>nd</sup>)  
 1902 to Wheeling & Lake Erie #113  
 1904 to Wheeling & Lake Erie #582  
 May 1914 retired from service  
 January 1917 sold to I. Gerson  
 AAT

2131 August 1892 0-4-0 17x24-50"  
 Standard Oil Company #2; Whiting, Indiana  
 AAT

2132 August 1892 2-6-0 17x24-50"  
 Lake Erie & Western N-7 #5 (2<sup>nd</sup>)  
 rebuilt  
 0-6-0  
 Lake Erie & Western U-4 #5 (2<sup>nd</sup>)  
 October 1905 to New York Central (Lake Erie & Western) B-42 #4266 (1<sup>st</sup>)  
 May 1916 retired from service  
 scrapped  
 AAT, BAX

2133 August 1892 2-8-0 19x26-55"  
 Great Northern F-1 #474 (1<sup>st</sup>)  
 1899 to Great Northern F-1 #540 (1<sup>st</sup>)  
 May 1948 scrapped  
 AAT, KJB

2134 August 1892 2-8-0 19x26-55"  
 Great Northern F-1 #475 (1<sup>st</sup>)  
 1899 to Great Northern F-1 #541 (1<sup>st</sup>)  
 May 1929 retired from service  
 1931 scrapped  
 AAT, KJB

2135 August 1892 2-8-0 19x26-55"  
 Great Northern F-1 #476 (1<sup>st</sup>)  
 1899 to Great Northern F-1 #542 (1<sup>st</sup>)  
 June 1926 scrapped  
 AAT, KJB

2136 August 1892 2-8-0 19x26-55"  
 Great Northern F-1 #477 (1<sup>st</sup>)  
 1899 to Great Northern F-1 #543 (1<sup>st</sup>)  
 1927 retired from service  
 January 1928 scrapped  
 AAT, KJB

2137 August 1892 2-8-0 19x26-55"  
 Great Northern F-1 #478 (1<sup>st</sup>)  
 1899 to Great Northern F-1 #544 (1<sup>st</sup>)  
 October 1950 sold to Montana Western #5  
 February 1956 scrapped  
 AAT, KJB

2138 August 1892 2-8-0 19x26-55"  
 Great Northern F-1 #479 (1<sup>st</sup>)  
 1899 to Great Northern F-1 #545 (1<sup>st</sup>)  
 September 1928 retired from service  
 1932 scrapped  
 AAT, KJB

2139 August 1892 2-8-0 19x26-55"  
 Great Northern F-1 #480 (1<sup>st</sup>)  
 1899 to Great Northern F-1 #546 (1<sup>st</sup>)  
 December 1938 scrapped  
 AAT, KJB

2140 August 1892 2-8-0 19x26-55"  
 Great Northern F-1 #481 (1<sup>st</sup>)  
 1899 to Great Northern F-1 #547 (1<sup>st</sup>)  
 October 1925 scrapped  
 AAT, KJB

2141 August 1892 2-8-0 19x26-55"  
 Great Northern F-1 #482 (1<sup>st</sup>)  
 1899 to Great Northern F-1 #548 (1<sup>st</sup>)  
 June 1928 scrapped  
 AAT, KJB

2142 August 1892 2-8-0 19x26-55"  
 Great Northern F-1 #483 (1<sup>st</sup>)  
 1899 to Great Northern F-1 #549 (1<sup>st</sup>)  
 1904 sold to Morrissey Fernie & Michel #501  
 AAT, KJB

2143 August 1892 2-8-0 19x26-55"  
Great Northern F-1 #484 (1<sup>st</sup>)  
1899 to Great Northern F-1 #550 (2<sup>nd</sup>)  
July 1927 scrapped  
AAT, KJB

2144 August 1892 2-8-0 19x26-55"  
Great Northern F-1 #485 (1<sup>st</sup>)  
1899 to Great Northern F-1 #551 (2<sup>nd</sup>)  
November 1927 scrapped  
AAT, KJB

2145 August 1892 2-8-0 19x26-55"  
Great Northern F-1 #486 (1<sup>st</sup>)  
1899 to Great Northern F-1 #552 (2<sup>nd</sup>)  
November 1927 scrapped  
AAT, KJB

2146 September 1892 2-8-0 19x26-55"  
Great Northern F-1 #487 (1<sup>st</sup>)  
1899 to Great Northern F-1 #553 (2<sup>nd</sup>)  
February 1930 retired from service  
1932 scrapped  
AAT, KJB

2147 September 1892 2-8-0 19x26-55"  
Great Northern F-1 #488 (1<sup>st</sup>)  
1899 to Great Northern F-1 #554 (2<sup>nd</sup>)  
September 1936 sold to Truax Coal Company  
AAT, KJB

2148 September 1892 2-8-0 19x26-55"  
Great Northern F-1 #489 (1<sup>st</sup>)  
1899 to Great Northern F-1 #555 (1<sup>st</sup>)  
May 1926 scrapped  
AAT, KJB

2149 September 1892 2-8-0 19x26-55"  
Great Northern F-1 #490 (1<sup>st</sup>)  
1899 to Great Northern F-1 #556 (1<sup>st</sup>)  
November 1927 scrapped  
AAT, KJB

2150 September 1892 2-8-0 19x26-55"  
Great Northern F-1 #491 (1<sup>st</sup>)  
1899 to Great Northern F-1 #557 (1<sup>st</sup>)  
May 1926 scrapped  
AAT, KJB

2151 September 1892 2-8-0 19x26-55"  
Great Northern F-1 #492 (1<sup>st</sup>)  
1899 to Great Northern F-1 #558 (1<sup>st</sup>)  
September 1931 scrapped  
AAT, KJB

2152 September 1892 2-8-0 19x26-55"  
Great Northern F-1 #493 (1<sup>st</sup>)  
1899 to Great Northern F-1 #559 (1<sup>st</sup>)  
May 1926 scrapped  
AAT, KJB

2153 September 1892 2-8-0 19x26-55"  
Great Northern F-1 #494 (1<sup>st</sup>)  
1899 to Great Northern F-1 #560 (1<sup>st</sup>)  
May 1926 scrapped  
AAT, KJB

2154 September 1892 2-8-0 19x26-55"  
Great Northern F-1 #495 (1<sup>st</sup>)  
1899 to Great Northern F-1 #561 (1<sup>st</sup>)  
March 1908 sold to Spokane, Portland & Seattle N-1 #352  
April 1945 retired from service  
to Great Northern F-1 #546 (2<sup>nd</sup>)  
December 1950 sold as scrap  
AAT, KJB

2155 September 1892 2-8-0 19x26-55"  
Great Northern F-1 #496 (1<sup>st</sup>)  
1899 to Great Northern F-1 #562 (1<sup>st</sup>)  
March 1925 scrapped  
AAT, KJB

2156 September 1892 2-8-0 19x26-55"  
Great Northern F-1 #497 (1<sup>st</sup>)  
1899 to Great Northern F-1 #563 (1<sup>st</sup>)  
March 1931 scrapped  
AAT, KJB

2157 September 1892 2-8-0 19x26-55"  
Great Northern F-1 #498 (1<sup>st</sup>)  
1899 to Great Northern F-1 #564 (1<sup>st</sup>)  
August 1928 sold to Deer Park Lumber Company #564  
to Deer Park Lumber Company #2  
AAT, KJB

2158 September 1892 0-6-0 18x24-52"  
Lake Shore & Michigan Southern Te #591  
1905 sold to New York Central B-50e #4325  
December 1915 scrapped  
AAT

2159 September 1892 0-6-0 18x24-52"  
Lake Shore & Michigan Southern Te #592  
1905 sold to New York Central B-50e #4326  
February 1916 sold to Contractors Equipment & Supply Company  
AAT

2160 September 1892 0-6-0 18x24-52"  
Lake Shore & Michigan Southern Te #593  
1905 sold to New York Central B-50e #4327  
November 1915 scrapped  
AAT

2161 September 1892 0-6-0 18x24-52"  
Lake Shore & Michigan Southern Te #594  
1905 sold to New York Central B-50e #4328  
September 1914 scrapped  
AAT

2162 September 1892 0-6-0 18x24-52"  
Lake Shore & Michigan Southern Te #595  
1905 sold to New York Central B-50e #4329  
February 1916 sold to Contractors Equipment & Supply Company  
AAT

2163 September 1892 0-6-0 18x24-51"  
Cleveland, Cincinnati, Chicago & Saint Louis A-2 #8  
1903 to Cleveland, Cincinnati, Chicago & Saint Louis E #7  
1905 sold to New York Central B-66 #7238  
December 1920 sold to Glenn Equipment Company  
AAT

2164 September 1892 0-6-0 18x24-51"  
Cleveland, Cincinnati, Chicago & Saint Louis A-2 #13  
1903 to Cleveland, Cincinnati, Chicago & Saint Louis E #6  
1905 sold to New York Central B-66 #7237  
February 1916 scrapped  
AAT

2165 September 1892 0-6-0 18x24-51"  
Cleveland, Cincinnati, Chicago & Saint Louis A-2 #36  
1898 to Cleveland, Cincinnati, Chicago & Saint Louis E #60 (2<sup>nd</sup>)  
1905 sold to New York Central B-66 #7240  
May 1923 scrapped  
AAT

2166 September 1892 0-6-0 18x24-51"  
Cleveland, Cincinnati, Chicago & Saint Louis A-3 #56  
to Cleveland, Cincinnati, Chicago & Saint Louis E #56  
1905 sold to New York Central B-66 #7239  
July 1922 scrapped  
AAT

2167 September 1892 0-6-0 18x24-51"  
Cleveland, Cincinnati, Chicago & Saint Louis A-2 #58  
to Cleveland, Cincinnati, Chicago & Saint Louis E #58  
1905 sold to New York Central Bx #7217  
April 1916 scrapped  
AAT

2168 September 1892 0-6-0 18x24-51"  
Cleveland, Cincinnati, Chicago & Saint Louis A-2 #77  
to Cleveland, Cincinnati, Chicago & Saint Louis E #77  
1905 sold to New York Central B-66 #7241  
May 1917 scrapped  
AAT

2169 September 1892 0-6-0 18x24-51"  
Cleveland, Cincinnati, Chicago & Saint Louis A-2 #78  
to Cleveland, Cincinnati, Chicago & Saint Louis E #78  
1905 sold to New York Central B-6 #7242  
May 1917 scrapped  
AAT

2170 September 1892 0-6-0 18x24-51”  
 Cleveland, Cincinnati, Chicago & Saint Louis A-2 #79  
 to Cleveland, Cincinnati, Chicago & Saint Louis E #79  
 1905 sold to New York Central B-66 #7243  
 July 1919 sold to Glenn Equipment Company  
 AAT

2171 September 1892 0-6-0 18x24-51”  
 Cleveland, Cincinnati, Chicago & Saint Louis A-2 #80  
 to Cleveland, Cincinnati, Chicago & Saint Louis E #80  
 1905 sold to New York Central B-66 #7244  
 August 1920 sold to Southern Iron & Equipment Company #1613  
 rebuilt  
 2-6-0  
 April 4, 1922 sold to Elkin & Allegheny #101  
 1930 sold to Southern Iron & Equipment Company #2308  
 AAT

2172 October 1892 0-6-0 18x24-51”  
 Cleveland, Cincinnati, Chicago & Saint Louis A-2 #81  
 to Cleveland, Cincinnati, Chicago & Saint Louis E #81  
 1905 sold to New York Central B-66 #7245  
 July 1919 sold to Glenn Equipment Company  
 AAT

2173 November 1892 2-8-0 17½x26-48”  
 Buffalo, Rochester & Pittsburgh O #109  
 1913 retired from service  
 AAT

2174 November 1892 2-8-0 17½x26-48”  
 Buffalo, Rochester & Pittsburgh O #110  
 1912 retired from service  
 AAT

2175 November 1892 2-8-0 17½x26-48”  
 Buffalo, Rochester & Pittsburgh O #111  
 1911 scrapped  
 AAT

2176 November 1892 2-8-0 17½x26-48”  
 Buffalo, Rochester & Pittsburgh O #112  
 1913 retired from service  
 AAT

2177 November 1892 2-8-0 17½x26-48”  
 Buffalo, Rochester & Pittsburgh O #113  
 1912 retired from service  
 AAT

2178 November 1892 2-8-0 17½x26-48”  
 Buffalo, Rochester & Pittsburgh O #114  
 1912 retired from service  
 AAT

2179 November 1892 4-4-0 18x24-67”  
 Buffalo, Rochester & Pittsburgh A-2 #115  
 February 1920 scrapped  
 AAT

2180 November 1892 4-4-0 18x24-67”  
 Buffalo, Rochester & Pittsburgh A-2 #116  
 March 1918 scrapped  
 AAT

2181 November 1892 0-6-4T 13x18-38”  
 Murphy Lumber Company #1  
 1893 rebuilt  
 0-6-0T  
 AAT

2182 November 1892 4-6-0 19x24-56”  
 Burlington, Cedar Rapids & Northern #115  
 1899 to Burlington, Cedar Rapids & Northern #180  
 June 1903 sold to Chicago, Rock Island & Pacific #1303  
 1903 to Chicago, Rock Island & Pacific #1203 (2<sup>nd</sup>)  
 September 1928 scrapped  
 AAT

2183 November 1892 4-6-0 19x24-56”  
 Burlington, Cedar Rapids & Northern #116  
 1899 to Burlington, Cedar Rapids & Northern #181  
 June 1903 sold to Chicago, Rock Island & Pacific #1304  
 1903 to Chicago, Rock Island & Pacific #1204 (2<sup>nd</sup>)  
 September 1926 scrapped  
 AAT

2184 November 1892 4-6-0 19x24-56”  
Burlington, Cedar Rapids & Northern #117  
1899 to Burlington, Cedar Rapids & Northern #182  
June 1903 sold to Chicago, Rock Island & Pacific #1305  
1903 to Chicago, Rock Island & Pacific #1205 (2<sup>nd</sup>)  
September 1928 scrapped  
AAT

2185 November 1892 4-6-0 19x24-56”  
Burlington, Cedar Rapids & Northern #118  
1899 to Burlington, Cedar Rapids & Northern #183  
June 1903 sold to Chicago, Rock Island & Pacific #1306  
1903 to Chicago, Rock Island & Pacific #1206  
April 1925 scrapped  
AAT

2186 November 1892 4-6-0 19x24-56”  
Burlington, Cedar Rapids & Northern #119  
1899 to Burlington, Cedar Rapids & Northern #184  
June 1903 sold to Chicago, Rock Island & Pacific #1307  
1903 to Chicago, Rock Island & Pacific #1207  
September 1928 scrapped  
AAT

2187 November 1892 2-8-0 19x26-55”  
Great Northern F-1 #500 (2<sup>nd</sup>)  
June 1928 scrapped  
AAT, KJB

2188 November 1892 2-8-0 19x26-55”  
Great Northern F-1 #501 (2<sup>nd</sup>)  
June 1926 scrapped  
AAT, KJB

2189 November 1892 2-8-0 19x26-55”  
Great Northern F-1 #502 (2<sup>nd</sup>)  
November 1929 retired from service  
1932 scrapped  
AAT, KJB

2190 November 1892 2-8-0 19x26-55”  
Great Northern F-1 #503 (2<sup>nd</sup>)  
July 1927 scrapped  
AAT, KJB

2191 November 1892 2-8-0 19x26-55”  
Great Northern F-1 #504 (2<sup>nd</sup>)  
December 1930 retired from service  
1932 scrapped  
AAT, KJB

2192 November 1892 2-8-0 19x26-55”  
Great Northern F-1 #505 (1<sup>st</sup>)  
October 1936 scrapped  
AAT, KJB

2193 November 1892 2-8-0 19x26-55”  
Great Northern F-1 #506 (1<sup>st</sup>)  
July 1925 scrapped  
AAT, KJB

2194 November 1892 2-8-0 19x26-55”  
Great Northern F-1 #507 (1<sup>st</sup>)  
July 1927 scrapped  
AAT, KJB

2195 November 1892 2-8-0 19x26-55”  
Great Northern F-1 #508 (1<sup>st</sup>)  
1947 to Great Northern F-1 #522 (2<sup>nd</sup>)  
November 1951 scrapped  
AAT, KJB

2196 November 1892 2-8-0 19x26-55”  
Great Northern F-1 #509 (1<sup>st</sup>)  
June 1926 scrapped  
AAT, KJB

2197 November 1892 2-8-0 19x26-55”  
Great Northern F-1 #510 (1<sup>st</sup>)  
1927 retired from service  
January 1928 scrapped  
AAT, KJB

2198 November 1892 2-8-0 19x26-55”  
Great Northern F-1 #511 (1<sup>st</sup>)  
1947 to Great Northern F-1 #523 (2<sup>nd</sup>)  
December 1949 scrapped  
AAT, KJB

2199 December 1892 2-8-0 19x26-55"  
 Great Northern F-1 #512 (1<sup>st</sup>)  
 January 1947 to Great Northern Railway F-1 #525 (2<sup>nd</sup>)  
 November 1951 scrapped  
 AAT, KJB

2200 December 1892 2-8-0 19x26-55"  
 Great Northern F-1 #513 (1<sup>st</sup>)  
 May 1930 retired from service  
 AAT, KJB

2201 December 1892 2-8-0 19x26-55"  
 Great Northern F-1 #514 (1<sup>st</sup>)  
 December 1938 scrapped  
 AAT, KJB

2202 December 1892 0-6-0 18x24-51"  
 Peoria & Pekin Union A #15 (1<sup>st</sup>)  
 to Peoria & Pekin Union A #1 (2<sup>nd</sup>)  
 by 1927 off roster  
 AAT

2203 December 1892 0-6-0 18x24-51"  
 Peoria & Pekin Union A #16 (1<sup>st</sup>)  
 to Peoria & Pekin Union A #2 (2<sup>nd</sup>)  
 1918 retired from service  
 AAT

2204 December 1892 0-6-0 18x24-51"  
 Peoria & Pekin Union A #17 (1<sup>st</sup>)  
 to Peoria & Pekin Union A #3 (2<sup>nd</sup>)  
 by 1927 off roster  
 AAT

2205 December 1892 2-6-0 14x22-44"  
 Duluth, Mississippi River & Northern #3  
 1896 sold to Swan River Logging #3  
 January 1902 sold to Eastern Railway of Minnesota  
 April 1918 sold to Birmingham Rail & Locomotive #1206  
 August 20, 1919 sold to Big Sandy Lumber; Hull, Alabama  
 January 1921 for sale  
 AAT

2206 December 1892 0-6-0 19x26-49"  
 Montana Central #25  
 1899 sold to Great Northern A-7 #64 (2<sup>nd</sup>)  
 May 1937 scrapped  
 AAT

2207 December 1892 0-6-0 19x26-49"  
 Montana Central #26  
 1899 sold to Great Northern Railway A-7 #65 (2<sup>nd</sup>)  
 September 1937 sold to Great Lakes Coal & Dock Company  
 AAT

2208 December 1892 0-6-0 19x26-49"  
 Great Northern Railway A-7 #250 (1<sup>st</sup>)  
 1899 to Great Northern Railway A-7 #60 (2<sup>nd</sup>)  
 February 1930 sold to Somers Lumber Company #S-4  
 sold to Great Northern Railway A-7 #60 (2<sup>nd</sup>)  
 April 1939 sold to United States Government  
 AAT

2209 December 1892 0-6-0 19x26-49"  
 Great Northern Railway A-7 #251 (1<sup>st</sup>)  
 1899 to Great Northern Railway A-7 #61 (2<sup>nd</sup>)  
 March 1931 sold to Landers Morrison Christianson Company  
 AAT

2210 December 1892 0-6-0 19x26-49"  
 Great Northern Railway A-7 #252 (1<sup>st</sup>)  
 August 1893 sold to Butte, Anaconda & Pacific #3  
 February 1912 sold to Tooele Valley #3  
 AAT

2211 December 1892 0-6-0 19x26-49"  
 Great Northern Railway A-7 #253  
 August 1893 sold to Butte, Anaconda & Pacific #4  
 July 1917 sold to General Equipment Company  
 AAT

2212 December 1892 0-6-0 19x26-49"  
 Great Northern Railway A-7 #254  
 September 1893 sold to Butte, Anaconda & Pacific #5  
 June 1937 scrapped  
 AAT

2213 December 1892 0-6-0 19x26-49”

Great Northern Railway A-7 #255 (1<sup>st</sup>)

July 1893 sold to Butte, Anaconda & Pacific #1

August 1917 sold to General Equipment Company

AAT

2214 December 1892 0-6-0 19x26-49”

Great Northern Railway A-7 #256 (1<sup>st</sup>)

July 1893 sold to Butte, Anaconda & Pacific #2

January 1918 sold to Central Iron & Steel #1; Harrisburg, Pennsylvania

AAT

2215 January 1893 0-6-0 19x26-49”

Great Northern Railway A-7 #257 (1<sup>st</sup>)

1899 to Great Northern Railway A-7 #62 (2<sup>nd</sup>)

September 1929 scrapped

AAT

2216 January 1893 0-6-0 18x24-50”

Chicago, Rock Island & Pacific MP-7b #86

to Chicago, Rock Island & Pacific J-18 #86

to Chicago, Rock Island & Pacific S-18 #86

March 1925 scrapped

AAT

2217 January 1893 0-6-0 18x24-50”

Chicago, Rock Island & Pacific MP-7b #87

to Chicago, Rock Island & Pacific J-18 #87

to Chicago, Rock Island & Pacific S-18 #87

February 1925 scrapped

AAT

2218 January 1893 0-6-0 18x24-50”

Chicago, Rock Island & Pacific #88

1902 to Chicago, Rock Island & Pacific #100

by 1902 sold to Rock Island & Peoria #4

June 1902 to Chicago, Rock Island & Pacific #100

September 1928 scrapped

AAT

2219 February 1892 4-6-0 17x24-63”

Lake Shore & Michigan Southern E-1 #56

1902 sold to Lake Erie & Western E-1 #238

1905 sold to New York Central F-47 #5202

November 1916 scrapped

AAT

2220 January 1893 4-6-0 17x24-63”

Lake Shore & Michigan Southern E-1 #75 “Charles Minot”

1905 sold to New York Central F-47 #5070

August 1916 scrapped

AAT

2221 January 1893 4-6-0 17x24-63”

Lake Shore & Michigan Southern E-1 #96 (2<sup>nd</sup>)

1905 sold to New York Central F-47 #5071

to New York Central F-47a #5071

December 1920 scrapped

AAT

2222 January 1893 4-6-0 18x24-56”

Cincinnati, Lebanon & Northern #2 (1<sup>st</sup>)

February 1893 retired from service

March 1893 sold to Buffalo, Rochester & Pittsburgh Q #127

February 1920 scrapped

AAT

2223 January 1893 4-6-0 17x24-63”

Lake Shore & Michigan Southern E-1 #97 (2<sup>nd</sup>)

1902 sold to Lake Erie & Western E-1 #97 (2<sup>nd</sup>)

1905 sold to New York Central F-47 #5200 (1<sup>st</sup>)

June 1920 scrapped

AAT

2224 February 1893 4-6-0 17x24-63”

Lake Shore & Michigan Southern E-1 #122

1905 sold to New York Central F-47 #5072

October 1916 scrapped

AAT

2225 January 1893 4-6-0 17x24-63”  
Lake Shore & Michigan Southern E-1 #192  
1902 sold to Lake Erie & Western E-1 #192  
1905 sold to New York Central F-47 #5201 (1<sup>st</sup>)  
August 1916 exploded  
AAT  
2267 00/1896 4-6-0  
Great Northern #650  
00/1899 to Great Northern E-7 #950 (1<sup>st</sup>)  
October 1926 scrapped  
KJB  
2275 00/1893 4-6-0  
Great Northern #651  
00/1899 to Great Northern E-7 #951 (1<sup>st</sup>)  
December 1926 scrapped  
KJB  
2276 00/1893 4-6-0  
Great Northern #652  
00/1899 to Great Northern E-7 #952 (1<sup>st</sup>)  
00/1926 retired from service  
January 1927 scrapped  
KJB  
2277 00/1893 4-6-0  
Great Northern #653  
00/1899 to Great Northern E-7 #953 (1<sup>st</sup>)  
June 1926 scrapped  
KJB  
2278 00/1893 4-6-0  
Great Northern #654  
00/1899 to Great Northern E-7 #954 (1<sup>st</sup>)  
March 1926 scrapped  
KJB  
2279 00/1893 4-6-0  
Great Northern #655  
00/1899 to Great Northern E-7 #955 (1<sup>st</sup>)  
May 1924 scrapped  
KJB

2280 00/1893 4-6-0  
Great Northern #656  
00/1899 to Great Northern E-7 #956 (1<sup>st</sup>)  
March 1926 scrapped  
KJB  
2281 April 1893 4-6-0 19x26-72”  
Great Northern Railway E-7 #657  
00/1899 to Great Northern E-7 #957 (1<sup>st</sup>)  
00/1926 retired from service  
January 1927 scrapped  
AAT, KJB  
2282 April 1893 4-6-0 19x26-72”  
Great Northern Railway E-7 #658  
00/1899 to Great Northern E-7 #958 (1<sup>st</sup>)  
June 1926 scrapped  
AAT, KJB  
2283 April 1893 4-6-0 19x26-72”  
Great Northern Railway E-7 #659  
00/1899 to Great Northern E-7 #959 (1<sup>st</sup>)  
September 1912 rebuilt E-11  
Great Northern E-11 #959 (1<sup>st</sup>)  
September 1912 rebuilt E-7  
Great Northern E-7 #959 (1<sup>st</sup>)  
May 1926 scrapped  
AAT, KJB  
2284 April 1893 4-6-0 19x26-72”  
Great Northern Railway E-7 #660  
00/1899 to Great Northern E-7 #960 (1<sup>st</sup>)  
June 1926 scrapped  
AAT, KJB  
2285 May 1893 2-6-2T 17x24-50”  
Cincinnati, Lebanon & Northern #9 (1<sup>st</sup>)  
March 1903 sold to Ursina & North Fork #87  
1920 burned in fire  
scrapped  
AAT



2286 May 1893 4-6-0 19x26-72"  
Great Northern Railway E-7 #661  
00/1899 to Great Northern E-7 #961 (1<sup>st</sup>)  
March 1926 scrapped  
AAT, KJB

2287 May 1893 4-6-0 19x26-72"  
Great Northern Railway E-7 #662  
00/1899 to Great Northern E-7 #962 (1<sup>st</sup>)  
00/1926 retired from service  
January 1927 scrapped  
AAT, KJB

2288 May 1893 4-6-0 19x26-72"  
Great Northern Railway E-7 #663  
00/1899 to Great Northern E-7 #963 (1<sup>st</sup>)  
September 1926 scrapped  
AAT, KJB

2289 May 1893 4-6-0 19x26-72"  
Great Northern Railway #664  
1899 to Great Northern E-7 #964 (1<sup>st</sup>)  
September 1926 scrapped  
AAT, KJB

2290 May 1893 4-6-0 19x26-72"  
Great Northern Railway E-7 #665  
00/1899 to Great Northern E-7 #965 (1<sup>st</sup>)  
00/1926 retired from service  
AAT, KJB

2291 May 1893 4-6-0 19x26-72"  
Great Northern Railway E-7 #666  
00/1899 to Great Northern E-7 #966 (1<sup>st</sup>)  
September 1925 scrapped  
AAT, KJB

2292 May 1893 4-6-0 19x26-72"  
Great Northern Railway E-7 #667  
00/1899 to Great Northern E-7 #967 (1<sup>st</sup>)  
May 1926 scrapped  
AAT, KJB

2293 May 1893 4-6-0 19x26-72"  
Great Northern Railway E-7 #668  
00/1899 to Great Northern E-7 #968 (1<sup>st</sup>)  
May 1926 scrapped  
AAT, KJB

2294 May 1893 4-6-0 19x26-72"  
Great Northern Railway E-7 #669  
00/1899 to Great Northern E-7 #969 (1<sup>st</sup>)  
June 1926 scrapped  
AAT, KJB

2295 May 1893 2-8-0 18x26-48"  
Buffalo, Rochester & Pittsburgh (Clearfield & Mahoning) P #125  
to Buffalo, Rochester & Pittsburgh (Clearfield & Mahoning) Pr #125  
October 1923 sold to Southern Iron & Equipment #1878  
September 1924 sold to J. M. Wells Lumber  
AAT

2296 May 1893 2-8-0 18x26-48"  
Buffalo, Rochester & Pittsburgh (Clearfield & Mahoning) P #126  
to Buffalo, Rochester & Pittsburgh (Clearfield & Mahoning) Pr #126  
April 1928 sold to Southern Iron & Equipment Company #2225  
April 1928 sold to Prattsburgh Railway #2  
AAT

2297 May 1893 4-6-0 18x24-56"  
Cleveland, Lorain & Wheeling #52  
1902 sold to Baltimore & Ohio B-34 #139 (3<sup>rd</sup>)  
1917 retired from service  
AAT

2298 May 1893 4-6-0 18x24-56"  
Cleveland, Lorain & Wheeling #53  
1902 sold to Baltimore & Ohio B-34 #140 (4<sup>th</sup>)  
1915 retired from service  
AAT

2299 May 1893 4-6-0 18x24-56"  
Cleveland, Lorain & Wheeling #54  
1902 sold to Baltimore & Ohio B-34 #141 (2<sup>nd</sup>)  
1915 retired from service  
AAT

2300 May 1893 4-6-0 18x24-56"  
 Cleveland, Lorain & Wheeling #55  
 1902 sold to Baltimore & Ohio B-34 #142 (4<sup>th</sup>)  
 1912 retired from service  
 AAT

2301 May 1893 4-6-0 18x24-56"  
 Cleveland, Lorain & Wheeling #56  
 1902 sold to Baltimore & Ohio B-34 #143 (4<sup>th</sup>)  
 1916 retired from service  
 AAT

2302 May 1893 4-6-0 18x24-56"  
 Cleveland, Lorain & Wheeling #57  
 1902 sold to Baltimore & Ohio B-34 #144 (4<sup>th</sup>)  
 1911 retired from service  
 AAT

2303 May 1893 4-6-0 18x24-56"  
 Cleveland, Lorain & Wheeling #58  
 1902 sold to Baltimore & Ohio B-34 #145 (2<sup>nd</sup>)  
 1909 retired from service  
 AAT

2304 May 1893 4-6-0 18x24-56"  
 Cleveland, Lorain & Wheeling #59  
 1902 sold to Baltimore & Ohio B-34 #146 (4<sup>th</sup>)  
 1912 retired from service  
 AAT

2305 May 1893 4-6-0 18x24-56"  
 Cleveland, Lorain & Wheeling #60  
 1902 sold to Baltimore & Ohio B-34 #147 (4<sup>th</sup>)  
 1911 retired from service  
 AAT

2306 June 1893 4-4-0 16x24-62"  
 Cleveland, Canton & Southern #48  
 August 1899 sold to Wheeling & Lake Erie D-2 #48 (2<sup>nd</sup>)  
 1905 to Wheeling & Lake Erie D-2 #315  
 1919 to Wheeling & Lake Erie D-2 #1251  
 December 1925 scrapped  
 AAT

2307 June 1893 4-4-0 16x24-62"  
 Cleveland, Canton & Southern #49  
 August 1896 wrecked  
 1899 scrapped  
 AAT

2308 June 1893 0-4-0 17x24-48"  
 Cleveland, Canton & Southern #10 (2<sup>nd</sup>)  
 October 1899 sold to Wheeling & Lake Erie A-2 #2 (4<sup>th</sup>)  
 January 1917 sold to I. Gerson & Sons  
 AAT

2309 June 1893 0-4-0 17x24-50"  
 Standard Oil Company #3; Whiting, Indiana  
 AAT

2310 June 1893 0-6-0 17x24-48"  
 Cleveland, Canton & Southern #8 (2<sup>nd</sup>)  
 September 1899 sold to Wheeling & Lake Erie B-1 #13 (2<sup>nd</sup>)  
 1905 to Wheeling & Lake Erie B-1 #34 (3<sup>rd</sup>)  
 1919 to Wheeling & Lake Erie B-1 #1805  
 July 1923 scrapped  
 AAT

2311 June 1893 0-6-0 17x24-48"  
 Cleveland, Canton & Southern #9 (2<sup>nd</sup>)  
 September 1899 sold to Wheeling & Lake Erie B-1 #9 (2<sup>nd</sup>)  
 1905 to Wheeling & Lake Erie B-1 #35 (3<sup>rd</sup>)  
 1920 to Wheeling & Lake Erie B-1 #1806  
 July 1923 scrapped  
 AAT

2312 June 1893 4-6-0 18x24-56"  
 Cleveland, Canton & Southern #29  
 August 1899 sold to Wheeling & Lake Erie G-2 #129  
 1906 to Wheeling & Lake Erie G-2 #591  
 1919 to Wheeling & Lake Erie G-2 #1811  
 June 1923 scrapped  
 AAT'

2313 Jun e1893 4-6-0 19x24-56"  
Cleveland, Canton & Southern #27  
August 1899 sold to Wheeling & Lake Erie G-3 #152  
1906 to Wheeling & Lake Erie G-3 #618  
1918 to Wheeling & Lake Erie G-3 #1812 (number assigned, but not applied)  
July 1923 scrapped  
AAT

2325 1893 2-6-0  
Lake Erie & Western #116  
1905 to New York Central (Lake Erie & Western) E-42 #5351 (1<sup>st</sup>)  
August 1920 scrapped  
BAX

2326 1893 2-6-0  
Lake Erie & Western #117  
1905 to New York Central (Lake Erie & Western) E-42 #5352 (1<sup>st</sup>)  
June 1922 retired from service  
BAX

2327 1893 2-6-0  
Lake Erie & Western #118  
1905 to New York Central (Lake Erie & Western) E-42 #5353 (1<sup>st</sup>)  
June 1922 retired from service  
BAX

2328 1893 2-6-0  
Lake Erie & Western #119  
1905 to New York Central (Lake Erie & Western) E-42 #5354 (1<sup>st</sup>)  
April 1916 retired from service  
BAX

2329 1893 2-6-0  
Lake Erie & Western #120  
1905 to New York Central (Lake Erie & Western) E-42 #5355 (1<sup>st</sup>)  
1922 sold to New York, Chicago & Saint Louis #314  
BAX

2330 1893 2-6-0  
Lake Erie & Western #121  
1905 to New York Central (Lake Erie & Western) E-42 #5356 (1<sup>st</sup>)  
June 1922 retired from service  
BAX

2331 1893 2-6-0  
Lake Erie & Western #122  
1905 to New York Central (Lake Erie & Western) E-42 #5357 (1<sup>st</sup>)  
April 1916 retired from service  
BAX

2332 1893 2-6-0  
Lake Erie & Western #123  
1905 to New York Central (Lake Erie & Western) E-42 #5358 (1<sup>st</sup>)  
June 1922 retired from service  
BAX

2333 1893 2-6-0  
Lake Erie & Western #124  
1905 to New York Central (Lake Erie & Western) E-42 #5359 (1<sup>st</sup>)  
March 1914 scrapped  
BAX

2334 1893 0-6-0  
Lake Shore & Michigan Southern #15  
1905 to New York Central (Lake Shore & Michigan Southern) B-50f #4330 (1<sup>st</sup>)  
April 1910 rebuilt  
New York Central (Lake Shore & Michigan Southern) B-50m #4330 (1<sup>st</sup>)  
August 1922 scrapped  
BAX

2335 1893 0-6-0  
Lake Shore & Michigan Southern #49  
1905 to New York Central (Lake Shore & Michigan Southern) B-50f #4331 (1<sup>st</sup>)  
October 1915 scrapped  
Bax

2336 00/1893 0-6-0  
Ind. Harb. #8771  
00/1906 to New York Central (II&I) B-50f #4646 (1<sup>st</sup>)  
December 1909 scrapped  
BAX

2337 1893 0-6-0  
Lake Shore & Michigan Southern #92  
1905 to New York Central (Lake Shore & Michigan Southern) B-50f  
#4332 (1<sup>st</sup>)  
October 1915 scrapped  
BAX

2338 1893 0-6-0  
Lake Shore & Michigan Southern #93  
1905 to New York Central (Lake Shore & Michigan Southern) B-50f  
#4333 (1<sup>st</sup>)  
August 1913 scrapped  
BAX

2357 1893 4-6-0  
#375  
1911 to New York Central F-95Aa #9685 (2<sup>nd</sup>)  
December 1915 scrapped  
BAX

2358 1893 4-6-0  
#376  
1911 to New York Central (Toledo & Ohio Central) F-95Aa #9686 (2<sup>nd</sup>)  
1916 to New York Central (New York Central) F-95Aa #9586 (1<sup>st</sup>)  
August 1920 scrapped  
BAX

2359 1893 4-6-0  
#377  
1911 to New York Central (Toledo & Ohio Central) F-95Aa #9587 (1<sup>st</sup>)  
1915 retired from service  
sold to Batesv. & Swn. #6  
BAX

2360 1893 4-6-0  
#378  
1911 to New York Central (Toledo & Ohio Central) #9688 (1<sup>st</sup>)  
September 1915 scrapped  
BAX

2361 1893 4-6-0  
#379  
1911 to New York Central (Toledo & Ohio Central) F-95Aa #9689 (1<sup>st</sup>)  
November 1915 scrapped  
BAX

2362 1893 2-6-0  
Great Northern Railway D-4 #352 (1<sup>st</sup>)  
1899 to Great Northern Railway D-4 #401 (1<sup>st</sup>)  
June 1926 sold as scrap to Duluth Iron & Metals  
KJB

2363 1893 2-6-0  
Great Northern Railway D-4 #353 (1<sup>st</sup>)  
1899 to Great Northern Railway D-4 #402 (1<sup>st</sup>)  
December 1926 sold as scrap to Pacific Coast Steel  
KJB

2364 1893 2-6-0  
Great Northern Railway D-4 #354 (1<sup>st</sup>)  
1899 to Great Northern Railway D-4 #403 (1<sup>st</sup>)  
June 1926 sold as scrap to Northwest Steel Rolling Mill Company  
KJB

2365 1893 2-6-0  
Great Northern Railway D-4 #355 (1<sup>st</sup>)  
1899 to Great Northern Railway D-4 #404 (1<sup>st</sup>)  
June 1926 sold as scrap to Northwest Steel Rolling Mill Company  
KJB

2366 1893 2-6-0  
Great Northern Railway D-4 #356 (1<sup>st</sup>)  
1899 to Great Northern Railway D-4 #405 (1<sup>st</sup>)  
June 1926 sold as scrap to Duluth Iron & Metals  
KJB

2367 1893 2-6-0  
Great Northern Railway D-4 #357 (1<sup>st</sup>)  
1899 to Great Northern Railway D-4 #406 (1<sup>st</sup>)  
June 1926 sold  
KJB

2368 1893 2-6-0  
Great Northern Railway D-4 #358 (1<sup>st</sup>)  
1899 to Great Northern Railway D-4 #407 (1<sup>st</sup>)  
1927 sold as scrap to Duluth Iron & Metals  
KJB

2369 1893 2-6-0

Great Northern Railway D-4 #359 (1<sup>st</sup>)  
1899 to Great Northern Railway D-4 #408 (1<sup>st</sup>)  
June 1926 sold as scrap to Duluth Iron & Metals  
KJB

2370 1893 2-6-0

Great Northern Railway D-4 #360 (1<sup>st</sup>)  
1899 to Great Northern Railway D-4 #409 (1<sup>st</sup>)  
June 1926 sold as scrap to Northwest Steel Rolling Mill Company  
KJB

2371 1893 2-6-0

Great Northern Railway D-4 #361 (1<sup>st</sup>)  
September 1893 sold to Montana Central #30  
1899 to Great Northern Railway D-4 #420 (1<sup>st</sup>)  
November 1925 sold to Spokane, Portland & Seattle #201  
KJB

2372 1893 0-6-0

Illinois Central Railroad #133 (3<sup>rd</sup>)  
May 1925 scrapped  
ICR

2373 1893 0-6-0

Illinois Central Railroad #134 (2<sup>nd</sup>)  
September 1922 scrapped  
ICR

2374 1893 0-6-0

Illinois Central Railroad #135 (4<sup>th</sup>)  
July 1929 scrapped  
ICR

2375 1893 0-6-0

Illinois Central Railroad #136 (2<sup>nd</sup>)  
September 1926 scrapped  
ICR

2376 1893 0-6-0

Illinois Central Railroad #137 (2<sup>nd</sup>)  
June 1927 sold to Interstate Gravel Company  
ICR

2377 1893 0-6-0

Illinois Central Railroad #138 (3<sup>rd</sup>)  
September 1922 scrapped  
ICR

2378 1893 0-6-0

Illinois Central Railroad #139 (2<sup>nd</sup>)  
November 1924 scrapped  
ICR

2379 1893 0-6-0

Illinois Central Railroad #140 (2<sup>nd</sup>)  
May 1920 sold to Keith Railway Equipment Company  
ICR

2380 1893 0-6-0

Illinois Central Railroad #141 (2<sup>nd</sup>)  
June 1925 scrapped  
ICR

2381 1893 0-6-0

Illinois Central Railroad #142 (2<sup>nd</sup>)  
July 1929 scrapped  
ICR

2382 1893 0-6-0

Illinois Central Railroad #143 (3<sup>rd</sup>)  
September 1926 scrapped  
ICR

2383 1893 0-6-0

Illinois Central Railroad #144 (2<sup>nd</sup>)  
November 1928 sold to Briggs & Turivas Company  
ICR

2384 1893 0-6-0

Illinois Central Railroad #145 (2<sup>nd</sup>)  
May 1935 scrapped  
ICR

2385 1893 0-6-0

Illinois Central Railroad #146 (3<sup>rd</sup>)  
1921-1923 sold to Chicago Gravel Company #146  
ICR

2386 1893 0-6-0 Illinois Central Railroad #147 (2 <sup>nd</sup> ) 1926 scrapped ICR	3293 1893 4-6-0 P&E #506 1905 to New York Central (P&E) F-66 #6167 (1 <sup>st</sup> ) February 1916 scrapped BAX
2387 1893 4-6-0 P&E #500 1905 to New York Central (P&E) F-66 #6161 (1 <sup>st</sup> ) July 1914 sold BAX	2394 1893 4-6-0 P&E #507 1905 to New York Central (P&E) F-66 #6168 (1 <sup>st</sup> ) March 1916 scrapped BAX
2388 1893 4-6-0 P&E #501 1905 to New York Central (P&E) F-66 #6162 (1 <sup>st</sup> ) February 1916 scrapped BAX	2395 1893 4-6-0 P&E #508 1905 to New York Central (P&E) F-66 #6169 (1 <sup>st</sup> ) August 1919 sold to Birmingham Rail & Locomotive August 1920 to Hart Coal Company BAX
2389 1893 4-6-0 P&E #502 1905 to New York Central (P&E) F-66 #6163 (1 <sup>st</sup> ) July 1919 sold to Glenn Equipment Company BAX	2396 1893 4-6-0 P&E #509 1905 to New York Central (P&E) F-66 #6170 (1 <sup>st</sup> ) March 1915 scrapped BAX
2390 1893 4-6-0 P&E #503 1905 to New York Central (P&E) F-66 #6164 (1 <sup>st</sup> ) October 1920 to New York Central F-66 #6318 (2 <sup>nd</sup> ) May 1922 scrapped BAX	2405 1893 4-6-0 Cleveland, Cincinnati, Chicago & Saint Louis #176 1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) F-65 #6159 (1 <sup>st</sup> ) April 1907 to New York Central (P&E) #6159 (1 <sup>st</sup> ) September 1911 rebuilt 1920 to New York Central (New York Central) F-65 #6316 (2 <sup>nd</sup> ) February 1923 scrapped BAX
2391 1893 4-6-0 P&E #504 1905 to New York Central (P&E) F-66 #6165 (1 <sup>st</sup> ) August 1919 sold to Birmingham Rail & Locomotive February 1920 to Alabama, Tennessee & Northern #303 BAX	2406 1893 4-6-0 Cleveland, Cincinnati, Chicago & Saint Louis #177 1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) F-65 #6160 (1 <sup>st</sup> ) April 1907 to New York Central (P&E) #6160 (1 <sup>st</sup> ) June 1913 rebuilt 1920 to New York Central (New York Central) F-65 #6317 (2 <sup>nd</sup> ) March 1923 scrapped BAX
2392 1893 4-6-0 P&E #505 1905 to New York Central (P&E) F-66 #6166 (1 <sup>st</sup> ) February 1916 scrapped BAX	

<p>2407 1893 2-6-0  Great Northern Railway D-4 #362 (1<sup>st</sup>)  1899 to Great Northern Railway D-4 #411 (1<sup>st</sup>)  June 1926 sold as scrap to Duluth Iron &amp; Metals  KJB</p> <p>2408 1893 2-6-0  Great Northern Railway D-4 #363 (1<sup>st</sup>)  November 1893 sold to Butte, Anaconda &amp; Pacific #30  KJB</p> <p>2409 1893 2-6-0  Great Northern Railway D-4 #364 (1<sup>st</sup>)  November 1893 sold to Butte, Anaconda &amp; Pacific #31  KJB</p> <p>2410 1893 2-6-0  Great Northern Railway D-4 #365 (1<sup>st</sup>)  November 1893 sold to Butte, Anaconda &amp; Pacific #32  KJB</p> <p>2421 1894 4-4-0  North Pacific Coast #16  to North Shore #16  to Northwestern Pacific #16  to Northwestern Pacific #91  1935 scrapped</p> <p>2422 April 1894 0-6-0 18x24-52”  Lake Shore &amp; Michigan Southern Tg #113  1905 sold to New York Central (Lake Shore &amp; Michigan Southern) B-50g  #4334 (1<sup>st</sup>)  December 1912 scrapped  AAT, BAX</p> <p>2323 April 1894 0-6-0 18x24-52”  Lake Shore &amp; Michigan Southern Tg #190  1905 sold to New York Central (Lake Shore &amp; Michigan Southern) B-50g  #4335 (1<sup>st</sup>)  August 1915 sold to Robert Grace Contracting; Givens, Ohio  AAT, BAX</p>	<p>2424 April 1894 0-6-0 18x24-52”  Lake Shore &amp; Michigan Southern Tg #298  1905 sold to New York Central (Lake Shore &amp; Michigan Southern) B-50g  #4336 (1<sup>st</sup>)  rebuilt  0-6-0T  September 1922 scrapped  AAT, BAX</p> <p>2425 April 1894 4-6-0 18x24-62”  Ulster &amp; Delaware #5 (2<sup>nd</sup>)  1898 to Ulster &amp; Delaware #18  February 1932 sold to New York Central Fx #18  1932 retired from service  July 1932 scrapped  AAT</p> <p>2426 April 1894 2-6-0 14x22-44  Cranberry Lumber Company #4 “Sally Hicks”  1895 sold to Simpson Gould Company #4  sold to Split Rock Lumber Company #4  1901 sold to Swallow &amp; Hopkins Lumber #4 (Portage Railroad)  AAT</p> <p>2427 May 1894 4-4-0 17x24-62”  Florida Southern #25  sold to Plant System #701  July 1902 sold to Atlantic Coast Line D-6 #537  January 1926 scrapped  AAT</p> <p>2428 May 1894 4-4-0 17x24-63”  Florida Southern #26  sold to Plant System #702  July 1902 sold to Atlantic Coast Line D-6 #538  September 1924 scrapped  AAT</p> <p>2429 May 1894 4-4-0 17x24-63”  Florida Southern #27  sold to Plant System #703  July 1902 sold to Atlantic Coast Line D-6 #539  November 1925 scrapped  AAT</p>
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2430 May 1894 2-6-0 14x22-44”  
 Duluth, Mississippi River & Northern #6  
 May 1899 sold to Eastern Railway of Minnesota #6  
 1902 sold to Swan River Logging #6  
 sold to Birmingham Rail & Locomotive  
 July 15, 1918 sold to Black River Lumber Company; Jeffrie, Louisiana  
 AAT

2431 June 1894 2-6-0 14x22-44” Order No. B527  
 Arcadia & Betsey River Railroad #1 “Henry Starke”  
 1901 sold to Atlantic & Birmingham #1  
 May 1906 sold to Atlanta, Birmingham & Atlantic #1  
 by 1912 off roster  
 AAT, RA29

2432 July 1894 4-6-0 17x24-57”  
 Lake Shore & Michigan Southern E-4 #55  
 1905 sold to New York Central F-49e #5180  
 August 1910 sold to Atlantic Equipment Company  
 AAT

2433 July 1894 4-6-0 17x24-57”  
 Lake Shore & Michigan Southern E-4e #119  
 1905 sold to New York Central F-49e #5181  
 November 1909 sold to Hicks Locomotive Works  
 AAT

2434 July 1894 4-6-0 17x24-57”  
 Lake Shore & Michigan Southern E-4e #251 “W. H. Green”  
 1905 sold to New York Central F-49e #5183  
 December 1915 scrapped  
 AAT

2435 July 1894 4-6-0 17x24-57”  
 Lake Shore & Michigan Southern E-4e #303  
 1901 to Lake Shore & Michigan Southern E-4e #249  
 1905 sold to New York Central F-49e #5182  
 May 1910 scrapped  
 AAT

2436 July 1894 4-4-0 18x24-62”  
 Rock Island & Peoria #20  
 June 1902 sold to Chicago, Rock Island & Pacific #954  
 1902 to Chicago, Rock Island & Pacific #654  
 April 1929 scrapped  
 AAT

2437 July 1894 4-4-0 18x24-62”  
 Rock Island & Peoria #21  
 June 1902 sold to Chicago, Rock Island & Pacific #955  
 1902 to Chicago, Rock Island & Pacific #655  
 March 1929 scrapped  
 AAT

2438 July 1894 4-6-0 18x24-56”  
 Toledo & Ohio Central #73  
 1901 to Toledo & Ohio Central #380  
 1911 to New York Central (Toledo & Ohio Central) F-95Aa #9690 (1<sup>st</sup>)  
 1916 to New York Central (New York Central) F-95Aa #9590 (1<sup>st</sup>)  
 November 1919 sold to General Equipment Company  
 AAT, BAX

2439 July 1894 4-6-0 18x24-56”  
 Toledo & Ohio Central #74  
 1901 to Toledo & Ohio Central #381  
 1911 to New York Central (Toledo & Ohio Central) F-95Aa #9691 (1<sup>st</sup>)  
 November 1915 scrapped  
 AAT, BAX

2440 July 1894 4-6-0 18x24-56”  
 Toledo & Ohio Central #75  
 1901 to Toledo & Ohio Central #382  
 1911 to New York Central (Toledo & Ohio Central) F-95Aa #9692 (1<sup>st</sup>)  
 to New York Central F-95Aa #9592 (1<sup>st</sup>)  
 October 1917 scrapped  
 AAT, BAX

2441 July 1894 4-6-0 18x24-56”  
 Toledo & Ohio Central #76  
 1901 to Toledo & Ohio Central #383  
 1911 to New York Central (Toledo & Ohio Central) F-95Aa #9693 (1<sup>st</sup>)  
 December 1915 scrapped  
 AAT, BAX



2442 July 1894 4-6-0 18x24-56"  
 Toledo & Ohio Central #77  
 1901 to Toledo & Ohio Central #384  
 1911 to New York Central (Toledo & Ohio Central) F-95Aa #9694 (1<sup>st</sup>)  
 to New York Central F-95Aa #9594 (1<sup>st</sup>)  
 April 1917 scrapped  
 AAT, BAX

2443 August 1894 2-6-0 19x24-55"  
 Butte, Anaconda & Pacific #33 (1<sup>st</sup>)  
 1898 to Butte, Anaconda & Pacific #12 (1<sup>st</sup>)  
 by 1905 sold  
 AAT

2444 August 1894 0-6-0 19x26-49"  
 Butte, Anaconda & Pacific #6  
 January 1917 sold to Minneapolis Iron & Steel  
 AAT

2445 August 1894 4-8-0 5'3" gauge 21x26-54"  
 Central Railway of Brazil #225  
 AAT

2446 August 1894 4-8-0 5'3" gauge 21x26-54"  
 Central Railway of Brazil #226  
 AAT

2447 1894 4-8-0 5'3" gauge 21x26-54"  
 Central Railway of Brazil #227  
 AAT

2448 1894 4-8-0 5'3" gauge 21x26-54"  
 Central Railway of Brazil #228  
 AAT

2449 1894 4-8-0 5'3" gauge 21x26-54"  
 Central Railway of Brazil #229  
 AAT

2450 August 1894 4-8-0 5'3" gauge 21x26-54"  
 Central Railway of Brazil #230 "24 de Maio" (lettered "EFCB")  
 AAT

2451 September 1894 4-8-0 5'3" gauge 21x26-54"  
 Central Railway of Brazil #231  
 AAT

2452 September 1894 4-8-0 5'3" gauge 21x26-54"  
 Central Railway of Brazil #232  
 AAT

2453 September 1894 4-8-0 5'3" gauge 21x26-54"  
 Central Railway of Brazil #233  
 AAT

2454 September 1894 4-8-0 5'3" gauge 21x26-54"  
 Central Railway of Brazil #234  
 AAT

2455 September 1894 2-6-6T 5'3" gauge 18x24-62"  
 Central Railway of Brazil #200 "13 de Marco" (lettered E. F. C. B.)  
 AAT

2456 September 1894 2-6-6T 5'3" gauge 18x24-62"  
 Central Railway of Brazil #201  
 AAT

2457 September 1894 2-6-6T 5'3" gauge 18x24-62"  
 Central Railway of Brazil #202  
 AAT

2458 September 1894 2-6-6T 5'3" gauge 18x24-62"  
 Central Railway of Brazil #203  
 AAT

2459 September 1894 2-6-6T 5'3" gauge 18x24-62"  
 Central Railway of Brazil #204  
 AAT

2460 September 1894 2-6-6T 5'3" gauge 18x24-62"  
 Central Railway of Brazil #205  
 AAT

2461 September 1894 2-6-6T 5'3" gauge 18x24-62"  
 Central Railway of Brazil #206  
 AAT

2462 September 1894 2-6-6T 5'3" gauge 18x24-62"  
 Central Railway of Brazil #207  
 AAT

2463 September 1894 2-6-6T 5'3" gauge 18x24-62"  
 Central Railway of Brazil #208  
 AAT

2464 September 1894 2-6-6T 5'3" gauge 18x24-62"  
 Central Railway of Brazil #209  
 AAT

2465 October 1894 4-8-0 Meter gauge 16x20-36"  
Central Railway of Brazil #47 "23 de Novembro"  
AAT

2466 October 1894 4-8-0 Meter gauge 16x20-36"  
Central Railway of Brazil #48  
AAT

2467 October 1894 4-8-0 Meter gauge 16x20-36"  
Central Railway of Brazil #49  
AAT

2468 October 1894 4-8-0 Meter gauge 16x20-36"  
Central Railway of Brazil #50  
AAT

2469 October 1894 4-8-0 Meter gauge 16x20-36"  
Central Railway of Brazil #23  
AAT

2470 October 1894 4-8-0 Meter gauge 16x20-36"  
Central Railway of Brazil #24  
AAT

2471 October 1894 4-8-0 Meter gauge 16x20-36"  
Central Railway of Brazil #25  
AAT

2472 October 1894 4-8-0 Meter gauge 16x20-36"  
Central Railway of Brazil #26  
AAT

2473 October 1894 4-8-0 Meter gauge 16x20-36"  
Central Railway of Brazil #27  
AAT

2474 October 1894 4-8-0 Meter gauge 16x20-36"  
Central Railway of Brazil #28  
AAT

2475 October 1894 2-6-0 3' gauge 17x22-44"  
Quincy & Torch Lake #3  
October 1929 sold to Quincy Mining Company #3  
October 1979 leased to Genessee County Parks & Recreation #3 (Flint,  
Michigan)  
to Historical Crossroads Village #3 (stored, dismantled)  
AAT

2476 October 1894 4-6-0 19x24-56"  
Santa Fe, Prescott & Phoenix #7  
February 1911 sold to Atchison, Topeka & Santa Fe 2421 class #2427  
May 1931 scrapped  
AAT

2477 October 1894 4-6-0 19x24-56"  
Santa Fe, Prescott & Phoenix #8  
February 1911 sold to Atchison, Topeka & Santa Fe 2421 class #2428  
December 1927 scrapped  
AAT

2478 November 1894 4-4-0 18x24-69"  
Illinois Central Railroad #940  
1906 to Illinois Central Railroad #1940 (1<sup>st</sup>)  
1922 to Illinois Central Railroad 69 class #4940  
May 1928 scrapped  
AAT

2479 November 1894 4-4-0 18x24-69"  
Illinois Central Railroad #941  
1906 to Illinois Central Railroad #1941 (1<sup>st</sup>)  
1922 to Illinois Central Railroad 69 class #4941  
March 1928 scrapped  
AAT

2480 November 1894 4-4-0 18x24-69"  
Illinois Central Railroad #942  
1906 to Illinois Central Railroad #1942 (1<sup>st</sup>)  
1922 to Illinois Central Railroad 69 class #4942  
June 1935 scrapped  
AAT

2481 November 1894 4-4-0 18x24-69"  
Illinois Central Railroad #943  
1906 to Illinois Central Railroad #1943 (1<sup>st</sup>)  
December 1906 sold to Indianapolis Southern #91  
June 1908 to Illinois Central Railroad 69 class #1943  
1922 to Illinois Central Railroad 69 class #4943  
March 1928 scrapped  
AAT

2482 November 1894 4-4-0 18x24-69"	2488 November 1894 4-8-0 Meter gauge 16x20-36"
Illinois Central Railroad #944	Central Railway of Brazil #31
1906 to Illinois Central Railroad #1944 (1 <sup>st</sup> )	AAT
December 1906 sold to Indianapolis Southern #92	2489 November 1894 4-8-0 Meter gauge 16x20-36"
June 1908 to Illinois Central Railroad 69 class #1944	Central Railway of Brazil #32
1922 to Illinois Central Railroad 69 class #4944	AAT
October 1929 scrapped	2490 November 1894 4-8-0 Meter gauge 16x20-36"
AAT	Central Railway of Brazil #33
2483 November 1894 4-4-0 18x24-69"	AAT
Illinois Central Railroad #945	2491 December 1894 4-4-0 17x24-63"
1906 to Illinois Central Railroad #1945 (1 <sup>st</sup> )	Florida Southern #28
December 1906 sold to Indianapolis Southern #93	sold to Plant System #704
June 1908 to Illinois Central Railroad 69 class #1945 (1 <sup>st</sup> )	July 1902 sold to Atlantic Coast Line D-6 #540
1922 to Illinois Central Railroad 69 class #4945	December 1922 scrapped
June 1935 scrapped	AAT
AAT	2492 December 1894 4-8-0 5'3" gauge 21x26-54"
2484 November 1894 4-4-0 18x24-69"	Central Railway of Brazil #235
Illinois Central Railroad #946	AAT
1906 to Illinois Central Railroad #1946 (1 <sup>st</sup> )	2493 December 1894 4-8-0 5'3" gauge 21x26-54"
December 1906 sold to Indianapolis Southern #94	Central Railway of Brazil #236
June 1908 to Illinois Central Railroad 69 class #1946 (1 <sup>st</sup> )	AAT
March 1928 scrapped	2494 December 1894 4-8-0 5'3" gauge 21x26-54"
AAT	Central Railway of Brazil #237
2485 November 1894 4-4-0 18x24-69"	AAT
Illinois Central Railroad #947	2495 December 1894 4-8-0 5'3" gauge 21x26-54"
1906 to Illinois Central Railroad #1947 (1 <sup>st</sup> )	Central Railway of Brazil #238
December 1906 sold to Indianapolis Southern #95	AAT
June 1908 to Illinois Central Railroad 69 class #1947 (1 <sup>st</sup> )	2496 December 1894 4-8-0 5'3" gauge 21x26-54"
1922 to Illinois Central Railroad 69 class #4947	Central Railway of Brazil #239
May 1935 scrapped	AAT
AAT	2497 January 1895 2-6-6T 5'3" gauge 18x24-62"
2486 November 1894 4-8-0 Meter gauge 16x20-36"	Central Railway of Brazil #210 "Almirante Bennam"
Central Railway of Brazil #29	AAT
AAT	2498 January 1895 2-6-6T 5'3" gauge 18x24-62"
2487 November 1894 4-8-0 Meter gauge 16x20-36"	Central Railway of Brazil #211
Central Railway of Brazil #30	AAT
AAT	2499 January 1895 2-6-6T 5'3" gauge 18x24-62"
	Central Railway of Brazil #212
	AAT

2500 January 1895 2-6-6T 5'3" gauge 18x24-62"  
Central Railway of Brazil #213  
AAT  
2501 January 1895 2-6-6T 5'3" gauge 18x24-62"  
Central Railway of Brazil #214  
AAT  
2502 January 1895 2-6-6T 5'3" gauge 18x24-62"  
Central Railway of Brazil #215  
AAT  
2503 January 1895 2-6-6T 5'3" gauge 18x24-62"  
Central Railway of Brazil #216  
AAT  
2504 January 1895 2-6-6T 5'3" gauge 18x24-62"  
Central Railway of Brazil #217  
AAT  
2505 January 1895 0-6-0 18x24-51"  
Peoria & Pekin Union #18 (1<sup>st</sup>)  
to Peoria & Pekin Union A-1 #4 (2<sup>nd</sup>)  
by 1927 off roster  
AAT  
2506 January 1895 0-6-0 18x24-51"  
Peoria & Pekin Union #19 (1<sup>st</sup>)  
to Peoria & Pekin Union A-1 #5 (2<sup>nd</sup>)  
by 1927 off roster  
AAT  
2507 January 1895 2-6-6T 5'3" gauge 18x24-62"  
Central Railway of Brazil #218  
AAT  
2508 January 1895 2-6-6T 5'3" gauge 18x24-62"  
Central Railway of Brazil #219  
AAT  
2509 January 1895 2-6-6T 5'3" gauge 18x24-62"  
Central Railway of Brazil #220  
AAT  
2510 January 1895 2-6-6T 5'3" gauge 18x24-62"  
Central Railway of Brazil #221  
AAT

2511 January 1895 2-6-6T 5'3" gauge 18x24-62"  
Central Railway of Brazil #222  
AAT  
2512 January 1895 2-6-6T 5'3" gauge 18x24-62"  
Central Railway of Brazil #223  
AAT  
2513 January 1895 2-6-6T 5'3" gauge 18x24-62"  
Central Railway of Brazil #224  
AAT  
2514 February 1895 4-4-0 Meter gauge 14x18-46"  
Central Railway of Brazil #34 "4 de Julho" (lettered E. F. C. B.)  
AAT  
2515 February 1895 4-4-0 Meter gauge 14x18-46"  
Central Railway of Brazil #35  
AAT  
2516 February 1895 4-4-0 Meter gauge 14x18-46"  
Central Railway of Brazil #36  
AAT  
2517 February 1895 4-4-0 Meter gauge 14x18-46"  
Central Railway of Brazil #37  
AAT  
2518 February 1895 4-4-0 Meter gauge 14x18-46"  
Central Railway of Brazil #38  
AAT  
2519 March 1895 0-6-0 18x24-51"  
The Johnson Company #6  
July 1895 sold to Lorain Steel Company #6  
sold to Lake Terminal #6  
July 1925 scrapped  
AAT  
2520 March 1895 0-6-0 18x24-51"  
Muncie Belt Railway #1  
June 1925 scrapped  
AAT  
2521 March 1895 4-6-0 19x24-56"  
Santa Fe, Prescott & Phoenix #9  
February 1911 sold to Atchison, Topeka & Santa Fe 2421 class #2429  
February 1922 scrapped  
AAT

2522 March 1895 4-6-0 19x24-56"

Santa Fe, Prescott & Phoenix #10 (1<sup>st</sup>)

by 1898 off roster

AAT

2523 February 1895 4-6-0 19x24-57"

Buffalo, Rochester & Pittsburgh #136

1898 to Buffalo, Rochester & Pittsburgh R #176

1911 rebuilt with new boiler

April 1919 sold to Southern Iron & Equipment #1423

October 2, 1919 sold to Kirby Lumber Company #176

to Kirby Lumber Company #77

AAT

2524 February 1895 4-6-0 19x24-57"

Buffalo, Rochester & Pittsburgh #137

to Buffalo, Rochester & Pittsburgh R #177

1916 scrapped

AAT

2525 April 1895 2-6-0 16x24-50"

Frederic & Charlevoix #1 "Alba"

1901 sold to Detroit & Charlevoix #1 "Alba"

1916 sold to New York Central E-80 #8350 (2<sup>nd</sup>)

September 1917 sold

possibly rebuilt 0-6-0

AAT

2526 April 1895 0-4-0T 16x24-48"

Buffalo Furnace Company #1 (owned by Corrigan McKinney Company)

AAT

2527 April 1895 0-4-0T 16x24-48"

Carnegie Steel Company Limited #8

1897 sold to Union Railroad #8 (1<sup>st</sup>)

by 1903 off roster

AAT

2528 May 1895 4-4-0 17x24-62"

Ohio River Railroad #24

to Ohio River Railroad #25 (2<sup>nd</sup>)

July 1901 sold to Baltimore & Ohio G-11 #659 (2<sup>nd</sup>)

1916 retired from service

AAT

2529 June 1895 0-6-0 19x26-50"

Butte, Anaconda & Pacific #7

May 1916 sold to Black Eagle Smelters; Great Falls, Montana

AAT

2530 June 1895 2-6-0 19x24-56"

Missouri, Kansas & Texas Railway #255

1912 to Missouri, Kansas & Texas Railway #176

AAT

2531 June 1895 2-6-0 19x24-56"

Missouri, Kansas & Texas Railway #256

1912 to Missouri, Kansas & Texas Railway #177

AAT

2532 June 1895 2-6-0 19x24-56"

Missouri, Kansas & Texas Railway #257

1912 to Missouri, Kansas & Texas Railway #178

AAT

2533 June 1895 2-6-0 19x24-56"

Missouri, Kansas & Texas Railway #258

1912 to Missouri, Kansas & Texas Railway #179

AAT

2534 June 1895 2-6-0 19x24-56"

Missouri, Kansas & Texas Railway #259

1912 to Missouri, Kansas & Texas Railway #180

AAT

2535 July 1895 2-6-0 18x24-51"

Duluth, Mississippi River & Northern #7

April 1899 sold to Eastern Railway of Minnesota #7

1902 sold to Swan River Logging #7

AAT

2536 July 1895 0-4-0T 16x24-48"

River Furnace & Dock Company #1

1911 sold to River Terminal #1

AAT

2537 July 1895 2-6-0 19x24-55"

Great Northern Railway D-4 #361 (2<sup>nd</sup>)

1899 to Great Northern Railway D-4 #410 (1<sup>st</sup>)

June 1926 sold as scrap to Duluth Iron & Metals

AAT, KJB

2538 July 1895 2-6-0 19x24-55"

Great Northern Railway D-4 #363 (2<sup>nd</sup>)

1899 to Great Northern Railway D-4 #412 (1<sup>st</sup>)

June 1926 sold as scrap to Duluth Iron & Metals

AAT, KJB

2539 July 1895 2-6-0 19x24-55"

Great Northern Railway D-4 #364 (2<sup>nd</sup>)

1899 to Great Northern Railway D-4 #413 (1<sup>st</sup>)

August 1927 sold as scrap to Duluth Iron & Metals

AAT, KJB

2540 July 1895 2-6-0 19x24-55"

Great Northern Railway D-4 #365 (2<sup>nd</sup>)

1899 to Great Northern Railway D-4 #414 (1<sup>st</sup>)

June 1926 sold as scrap to Duluth Iron & Metals

AAT, KJB

2541 July 1895 2-6-0 19x24-55"

Great Northern Railway D-4 #366 (1<sup>st</sup>)

1899 to Great Northern Railway D-4 #415 (1<sup>st</sup>)

June 1926 sold as scrap to Duluth Iron & Metals

AAT, KJB

2542 July 1895 2-6-0 19x24-55"

Great Northern Railway D-4 #367 (1<sup>st</sup>)

1899 to Great Northern Railway D-4 #416 (1<sup>st</sup>)

December 1923 sold as scrap to Duluth Iron & Metals

AAT, KJB

2543 July 1895 2-6-0 19x24-55"

Great Northern Railway D-4 #368 (1<sup>st</sup>)

1899 to Great Northern Railway D-4 #417 (1<sup>st</sup>)

March 1925 dismantled

AAT, KJB

2544 July 1895 2-6-0 19x24-55"

Great Northern Railway D-4 #369 (1<sup>st</sup>)

1899 to Great Northern Railway D-4 #418 (1<sup>st</sup>)

June 1926 sold as scrap to Duluth Iron & Metals

AAT, KJB

2545 July 1895 2-6-0 19x24-55"

Great Northern Railway D-4 #370 (1<sup>st</sup>)

1899 to Great Northern Railway D-4 #419 (1<sup>st</sup>)

June 1926 sold as scrap to Duluth Iron & Metals

AAT, KJB

2546 July 1895 2-6-0 19x24-55"

Eastern Railway of Minnesota #250

1899 to Eastern Railway of Minnesota 37 class #421

May 1902 sold to Great Northern Railway D-4 #421 (1<sup>st</sup>)

June 1926 sold as scrap to Duluth Iron & Metals

AAT, KJB

2547 August 1895 2-6-0 19x24-55"

Eastern Railway of Minnesota #251

1899 to Eastern Railway of Minnesota 37 class #422

May 1902 sold to Great Northern Railway D-4 #422 (1<sup>st</sup>)

November 1925 dismantled

AAT, KJB

2548 August 1895 2-6-0 19x24-55"

Eastern Railway of Minnesota #252

1899 to Eastern Railway of Minnesota 37 class #423

May 1902 sold to Great Northern Railway D-4 #423 (1<sup>st</sup>)

June 1926 sold as scrap to Paper Calmenson & Company

AAT, KJB

2549 August 1895 2-6-0 19x24-55"

Eastern Railway of Minnesota #253

1899 to Eastern Railway of Minnesota 37 class #424

May 1902 sold to Great Northern Railway D-4 #424 (1<sup>st</sup>)

June 1926 sold as scrap to Duluth Iron & Metals

AAT, KJB

2550 August 1895 2-6-0 19x24-55"

Eastern Railway of Minnesota #254

1899 to Eastern Railway of Minnesota 37 class #425

May 1902 sold to Great Northern Railway D-4 #425 (1<sup>st</sup>)

September 1926 sold as scrap to Duluth Iron & Metals

AAT, KJB

2551 August 1895 2-6-0 19x24-55"  
Eastern Railway of Minnesota #255  
1899 to Eastern Railway of Minnesota 37 class #426  
May 1902 sold to Great Northern Railway D-4 #426 (1<sup>st</sup>)  
September 1926 sold as scrap to Duluth Iron & Metals  
AAT, KJB

2552 August 1895 0-6-0 19x26-49"  
Eastern Railway of Minnesota #5  
1899 to Eastern Railway of Minnesota #66  
May 1902 sold to Great Northern Railway A-7 #66 (2<sup>nd</sup>)  
August 1932 scrapped  
AAT, KJB

2553 August 1895 0-6-0 19x26-49"  
Eastern Railway of Minnesota #6  
1899 to Eastern Railway of Minnesota #67  
May 1902 sold to Great Northern Railway A-7 #67 (2<sup>nd</sup>)  
December 1934 sold as scrap to Paper Calmenson & Company  
AAT, KJB

2554 August 1895 2-6-0 18x24-56"  
Pittsburgh, Akron & Western #26  
1901 sold to Lake Erie & Western N-8 #126  
1905 sold to New York Central (Lake Erie & Western) E-42 #5360 (1<sup>st</sup>)  
1920 sold to Akron, Canton & Youngstown E #5360  
1920 to Akron, Canton & Youngstown E #126  
September 1921 scrapped  
AAT, BAX

2555 August 1895 2-6-0 18x24-56"  
Pittsburgh, Akron & Western #27  
1901 sold to Lake Erie & Western N-8 #127  
1905 sold to New York Central (Lake Erie & Western) E-42 #5361 (1<sup>st</sup>)  
1920 sold to Akron, Canton & Youngstown E #5361  
1920 to Akron, Canton & Youngstown E #127  
March 1922 scrapped  
AAT, BAX

2556 August 1895 2-6-0 18x24-56"  
Pittsburgh, Akron & Western #28 (2<sup>nd</sup>)  
1901 sold to Lake Erie & Western N-8 #128  
1905 sold to New York Central (Lake Erie & Western) E-42 #5362 (1<sup>st</sup>)  
1920 sold to Akron, Canton & Youngstown E #5362  
1920 to Akron, Canton & Youngstown E #128  
September 1922 scrapped  
AAT, BAX

2557 August 1895 2-6-0 18x24-56"  
Pittsburgh, Akron & Western #29  
1901 sold to Lake Erie & Western N-8 #129  
1905 sold to New York Central (Lake Erie & Western) E-42 #5363 (1<sup>st</sup>)  
1920 sold to Akron, Canton & Youngstown E #5363  
1920 to Akron, Canton & Youngstown E #129  
September 1922 sold to Rubber City Sand & Gravel  
March 1947 scrapped  
AAT, BAX

2558 August 1895 4-6-0 18x24-57"  
Burlington, Cedar Rapids & Northern #120  
1899 to Burlington, Cedar Rapids & Northern #190  
June 1903 sold to Chicago, Rock Island & Pacific #1239  
1903 to Chicago, Rock Island & Pacific #1139  
December 1929 scrapped  
AAT

2559 August 1895 4-6-0 18x24-57"  
Burlington, Cedar Rapids & Northern #121  
1899 to Burlington, Cedar Rapids & Northern #191  
June 1903 sold to Chicago, Rock Island & Pacific #1240  
to Chicago, Rock Island & Pacific #1140  
April 1925 scrapped  
AAT

2560 August 1895 4-6-0 18x24-57"  
Burlington, Cedar Rapids & Northern #122  
1899 to Burlington, Cedar Rapids & Northern #192  
June 1903 sold to Chicago, Rock Island & Pacific #1241  
to Chicago, Rock Island & Pacific #1141  
March 1928 scrapped  
AAT

2561 August 1895 4-6-0 18x24-57"  
Burlington, Cedar Rapids & Northern #123  
1899 to Burlington, Cedar Rapids & Northern #193  
June 1903 sold to Chicago, Rock Island & Pacific #1242  
to Chicago, Rock Island & Pacific #1142  
February 1924 scrapped  
AAT

2562 August 1895 4-6-01 8x24-57"  
Burlington, Cedar Rapids & Northern #124  
1899 to Burlington, Cedar Rapids & Northern #194  
rebuilt  
17" bore  
June 1903 sold to Chicago, Rock Island & Pacific #1243  
to Chicago, Rock Island & Pacific #1143  
March 1929 scrapped  
AAT

2563 September 1895 4-6-0 18x24-56"  
Cleveland, Lorain & Wheeling #11 (2<sup>nd</sup>)  
1897 to Cleveland, Lorain & Wheeling #50 (2<sup>nd</sup>)  
1902 sold to Baltimore & Ohio B-34a #152 (4<sup>th</sup>)  
AAT

2564 September 1895 4-6-0 18x24-56"  
Cleveland, Lorain & Wheeling #19 (2<sup>nd</sup>)  
1897 to Cleveland, Lorain & Wheeling #51 (2<sup>nd</sup>)  
1902 sold to Baltimore & Ohio B-34a #153 (4<sup>th</sup>)  
1912 retired from service  
AAT

2565 September 1895 4-6-0 18x24-56"  
Cleveland, Lorain & Wheeling #61  
1902 sold to Baltimore & Ohio B-34a #148 (4<sup>th</sup>)  
1912 retired from service  
AAT

2566 September 1895 4-6-0 18x24-56"  
Cleveland, Lorain & Wheeling #62  
1902 sold to Baltimore & Ohio B-34a #149 (4<sup>th</sup>)  
1916 retired from service  
AAT

2567 September 1895 4-6-0 18x24-56"  
Cleveland, Lorain & Wheeling #63  
1902 sold to Baltimore & Ohio B-34a #150 (4<sup>th</sup>)  
1916 retired from service  
AAT

2568 September 1895 4-6-0 18x24-56"  
Cleveland, Lorain & Wheeling #64  
1902 sold to Baltimore & Ohio B-34a #151  
1912 retired from service  
AAT

2569 September 1895 4-6-0 19x24-63.7"  
Chicago, Rock Island & Pacific #832  
1902 to Chicago, Rock Island & Pacific #1333  
1903 to Chicago, Rock Island & Pacific #1233 (2<sup>nd</sup>)  
May 1927 scrapped  
AAT

2570 September 1895 4-6-0 19x24-63.7"  
Chicago, Rock Island & Pacific #833  
1902 to Chicago, Rock Island & Pacific #1334  
1903 to Chicago, Rock Island & Pacific #1234  
April 1934 scrapped  
AAT

2571 September 1895 4-6-0 19x24-63.7"  
Chicago, Rock Island & Pacific #834  
1902 to Chicago, Rock Island & Pacific #1335  
1903 to Chicago, Rock Island & Pacific #1235  
March 1924 scrapped  
AAT

2572 September 1895 4-6-0 19x24-63.7"  
Chicago, Rock Island & Pacific #835  
1902 to Chicago, Rock Island & Pacific #1336  
1903 to Chicago, Rock Island & Pacific #1236  
April 1927 scrapped  
AAT



2573 September 1895 4-6-0 19x24-63.7"

Chicago, Rock Island & Pacific #836

1902 to Chicago, Rock Island & Pacific #1337

1903 to Chicago, Rock Island & Pacific #1237

March 1925 scrapped

AAT

2574 September 1895 4-4-0 18x24-62"

Rock Island & Peoria #23

June 1902 sold to Chicago, Rock Island & Pacific #956

1902 to Chicago, Rock Island & Pacific #656

February 1928 scrapped

AAT

2575 September 1895 4-6-0 18x24-57"

Burlington, Cedar Rapids & Northern #125

1899 to Burlington, Cedar Rapids & Northern #195

June 1903 sold to Chicago, Rock Island & Pacific #1244

to Chicago, Rock Island & Pacific #1144

April 1924 scrapped

AAT

2576 September 1895 4-6-0 18x24-57"

Burlington, Cedar Rapids & Northern #126

1899 to Burlington, Cedar Rapids & Northern #196

June 1903 sold to Chicago, Rock Island & Pacific #1245

to Chicago, Rock Island & Pacific #1125

June 1927 scrapped

AAT

2577 September 1895 4-6-0 18x24-57"

Burlington, Cedar Rapids & Northern #127

1899 to Burlington, Cedar Rapids & Northern #197

June 1903 sold to Chicago, Rock Island & Pacific #1246

to Chicago, Rock Island & Pacific #1146

December 1925 scrapped

AAT

2578 September 1895 4-6-0 18x24-57"

Burlington, Cedar Rapids & Northern #128

1899 to Burlington, Cedar Rapids & Northern #198

June 1903 sold to Chicago, Rock Island & Pacific #1247

to Chicago, Rock Island & Pacific #1147

September 1925 scrapped

AAT

2579 September 1895 4-6-0 18x24-57"

Burlington, Cedar Rapids & Northern #129

1899 to Burlington, Cedar Rapids & Northern #199

June 1903 sold to Chicago, Rock Island & Pacific #1248

to Chicago, Rock Island & Pacific #1148

May 1924 scrapped

AAT

2580 October 1895 4-6-0 20x24-56"

Mexican Central #147; Mexico

1902 to Mexican Central F-2 #602

1909 sold to National of Mexico #342

1930 retired from service

AAT

2581 October 1895 4-6-0 20x24-56"

Mexican Central #148; Mexico

1902 to Mexican Central F-2 #603

1909 to National of Mexico #343

1930 to National of Mexico #817

March 1960 retired from service

AAT

2582 October 1895 4-6-0 20x24-56"

Mexican Central #149; Mexico

1902 to Mexican Central F-2 #604

1909 sold to National of Mexico #344

1930 to National of Mexico #818

March 1962 retired from service

AAT

2583 October 1895 4-6-0 20x24-56”  
Mexican Central #150 (2<sup>nd</sup>); Mexico  
1902 to F-2 #660  
1909 sold to National de Mexico F-32 #345  
1930 to National de Mexico F-33 #319  
March 1957 retired from service  
AAT

2584 October 1895 4-6-0 20x24-56”  
Mexican Central #151 (2<sup>nd</sup>); Mexico  
1902 to Mexican Central F-2 #661  
1909 sold to National de Mexico F-32 #346  
1930 to National de Mexico F-33 #820  
March 1960 retired from service  
AAT

2585 October 1895 4-6-0 17x24-56”  
Lake Shore & Michigan Southern E-2b #290  
1902 to Lake Erie & Western E-2b #290  
1905 to New York Central F-48c #5213  
April 1916 retired from service  
AAT

2586 October 1895 4-6-0 17x24-56”  
Lake Shore & Michigan Southern #301  
to Lake Shore & Michigan Southern E-2b #322  
1905 to New York Central (Lake Shore & Michigan Southern) F-48c  
#5096 (1<sup>st</sup>)  
rebuilt  
New York Central (Lake Shore & Michigan Southern) F-48g #5096 (1<sup>st</sup>)  
October 1919 scrapped  
AAT, BAX

2587 October 1895 4-6-0 17x24-56”  
Lake Shore & Michigan Southern E-2b #320  
1905 to New York Central (Lake Shore & Michigan Southern) F-48c  
#5095 (1<sup>st</sup>)  
August 1910 scrapped  
AAT, BAX

2588 October 1895 4-6-0 17x24-56”  
Lake Shore & Michigan Southern E-2b #323  
1902 sold to Lake Erie & Western E-2b #323  
1905 to New York Central F-48c #5214  
November 1916 retired from service  
AAT

2589 October 1895 4-6-0 17x24-56”  
Lake Shore & Michigan Southern E-2b #324  
1902 sold to Lake Erie & Western E-2b #324  
1905 to New York Central F-48c #5215  
December 1916 retired from service  
AAT

2590 October 1895 4-6-0 17x24-56”  
Lake Shore & Michigan Southern E-2b #326  
1905 to New York Central (Lake Shore & Michigan Southern) F-48c  
#5097 (1<sup>st</sup>)  
February 1910 scrapped  
AAT, BAX

2591 October 1895 4-6-0 17x24-56”  
Lake Shore & Michigan Southern E-2b #328  
1905 to New York Central (Lake Shore & Michigan Southern) F-48c  
#5098 (1<sup>st</sup>)  
January 1912 sold to Baldwin Equipment & Supply Company  
AAT, BAX

2592 October 1895 4-6-0 17x24-56”  
Lake Shore & Michigan Southern E-2b #332  
1902 sold to Lake Erie & Western E-2b #332  
1905 to New York Central F-48c #5216  
December 1916 retired from service  
AAT

2593 October 1895 4-6-0 17x24-56”  
Lake Shore & Michigan Southern E-2b #333  
1905 to New York Central (Lake Shore & Michigan Southern) F-48c  
#5099 (1<sup>st</sup>)  
June 1913 sold to Michigan Railway Equipment Company #10  
sold to Ettrick & Northern #10 (Ettrick Railroad)  
1930s scrapped  
AAT, BAX

2594 October 1895 4-6-0 17x24-56"  
Lake Shore & Michigan Southern E-2b #334  
1902 sold to Lake Erie & Western E-2b #334  
1905 to New York Central F-48c #5217  
December 1916 retired from service  
AAT

2595 November 1895 0-6-0 18x24-51"  
Illinois Central Railroad S-51 #148 (2<sup>nd</sup>)  
March 1928 sold to Jackson Machine Company  
AAT, ICR

2596 November 1895 0-6-0 18x24-51"  
Illinois Central Railroad S-51 #149 (2<sup>nd</sup>)  
June 1927 scrapped  
AAT, ICR

2597 November 1895 0-6-0 18x24-51"  
Illinois Central Railroad S-51 #150 (3<sup>rd</sup>)  
June 1927 scrapped  
AAT, ICR

2598 November 1895 0-6-0 18x24-51"  
Illinois Central Railroad S-51 #151 (2<sup>nd</sup>)  
July 1926 scrapped  
AAT, ICR

2599 November 1895 2-6-0 3' gauge 15x20-36"  
Siskowit & Southern #2 "W. F. Pleas"  
November 1895 sold to Ashland, Siskowit & Iron River Logging  
Company #2 "W. F. Pleas"  
1902 sold to Edward Hines Lumber #2  
1905 sold to W. F. Pleas #2  
1922 sold to Birmingham Rail & Locomotive #1432  
November 21, 1922 sold to Virginia Lumber & Box Company  
AAT

2600 November 1895 2-6-0 19x26-56½"  
Illinois Central Railroad M-56½ #471  
July 1927 scrapped  
AAT

2601 November 1895 2-6-0 19x26-56½"  
Illinois Central Railroad M-56½ #472  
July 1929 sold to Briggs & Turivas  
sold to Meridian & Bigbee River #474  
AAT

2602 November 1895 2-6-0 19x26-56½"  
Illinois Central Railroad M-56½ #473  
1955 scrapped  
AAT

2603 November 1895 2-6-0 19x26-56½"  
Illinois Central Railroad M-56½ #474  
December 1936 sold to Meridian & Bigbee River #474  
AAT

2604 November 1895 2-6-0 19x26-56½"  
Illinois Central Railroad M-56½ #475  
August 1929 scrapped  
AAT

2605 November 1895 2-6-0 19x26-56½"  
Illinois Central Railroad M-56½ #476  
1923 rebuilt  
2-6-4T  
00/1923 to Illinois Central Railroad #1456 (2<sup>nd</sup>)  
June 1935 scrapped  
AAT, ICR

2606 November 1895 2-6-0 19x26-56½"  
Illinois Central Railroad M-56½ #477  
June 1935 scrapped  
AAT

2607 November 1895 2-6-0 19x26-56½"  
Illinois Central Railroad M-56½ #478  
July 1929 sold to Briggs & Turivas  
AAT

2608 November 1895 2-6-0 19x26-56½"  
Illinois Central Railroad M-56½ #479  
November 1928 sold to Briggs & Turivas  
AAT

2609 November 1895 2-6-0 19x26-56½”  
 Illinois Central Railroad M-56½ #480  
 July 1928 sold to Briggs & Turivas  
 AAT

2610 November 1895 2-6-0 19x26-56½”  
 Illinois Central Railroad M-56½ #481  
 July 1929 scrapped  
 AAT

2611 November 1895 2-6-0 19x26-56½”  
 Illinois Central Railroad M-56½ #482  
 May 1935 scrapped  
 AAT

2612 November 1895 2-6-0 19x26-56½”  
 Illinois Central Railroad M-56½ #483  
 by 1943 off roster  
 AAT

2613 November 1895 2-6-0 19x26-56½”  
 Illinois Central Railroad M-56½ #484  
 June 1951 scrapped  
 AAT

2614 November 1895 4-6-0 19x24-57”  
 Peoria & Eastern #510  
 1905 to New York Central (Peoria & Eastern) F-68 #6230 (1<sup>st</sup>)  
 August 1919 sold to Birmingham Rail & Locomotive  
 April 3, 1920 sold to Beck Brothers & Company  
 sold to Oliver American Trading Company #2350  
 sold to National de Mexico #2350  
 1930 to National de Mexico #745  
 October 1960 retired from service  
 AAT, BAX

2615 November 1895 4-6-0 19x24-57”  
 Peoria & Eastern #511  
 1905 sold to New York Central (Peoria & Eastern) F-68 #6231 (1<sup>st</sup>)  
 August 30, 1919 sold to Birmingham Rail & Locomotive  
 September 27, 1920 sold to Standard Products Company; Havana, Cuba  
 AAT, BAX

2616 November 1895 4-6-0 19x24-57”  
 Peoria & Eastern #512  
 1905 sold to New York Central (Peoria & Eastern) F-68 #6232 (1<sup>st</sup>)  
 September 1919 scrapped  
 AAT, BAX

2640 1896 2-6-4T  
 Illinois Central Railroad #485  
 1921 to Illinois Central Railroad #1449 (2<sup>nd</sup>)  
 June 1935 scrapped  
 ICR

2667 1896 4-8-0  
 Saint Lawrence & Adirondack Railroad #15 “Manitou”  
 sold to Buffalo, Rochester & Pittsburgh #139  
 sold to Cumberland & Manchester #56  
 RA29

2668 1896 4-6-0  
 Saint Lawrence & Adirondack Railroad #6 (1<sup>st</sup>) “Mattawa”  
 sold to Lake Shore & Michigan Southern #602  
 to Lake Shore & Michigan Southern #544  
 to Lake Shore & Michigan Southern #5019  
 RA29

2678 July 1896 4-6-0 20x26-57”  
 Saint Lawrence & Adirondack #3 (1<sup>st</sup>) “Cascapedia”  
 1902 sold to New York Central & Hudson River F-4 #2028  
 June 1911 sold to Fitzhugh Luther  
 AAT

2679 July 1896 0-6-0 17x24-51” oil burner  
 Congress Gold Company “Congress”; Congress, Arizona  
 1915 sold to Arizona Extension #1  
 to display, Prescott, Arizona  
 AAT

2680 July 1896 4-6-0 18x24-57"

Cincinnati, Jackson & Mackinaw #31

August 1897 sold to Cincinnati Northern #31

1905 sold to New York Central F-60 #6110 (1<sup>st</sup>)

1919 to New York Central (New York Central) F-60 #6310 (2<sup>nd</sup>)

June 1919 to #6377

October 18, 1920 sold to Birmingham Rail & Locomotive

December 1, 1921 sold to American Smelting & Refining Company

(ASARCO) #6377; Rosita, Mexico

sold to National of Mexico (NdeM) #6377

AAT, BAX

2681 July 1896 4-6-0 18x24-57"

Cincinnati, Jackson & Mackinaw #32

August 1897 sold to Cincinnati Northern #32

1905 sold to New York Central F-60 #6111 (1<sup>st</sup>)

1911 rebuilt

1919 to New York Central (New York Central) F-60 #6311 (2<sup>nd</sup>)

June 1919 to #6378

March 1928 scrapped

AAT, BAX

2682 July 1896 4-6-0 18x24-57"

Cincinnati, Jackson & Mackinaw #33

August 1897 sold to Cincinnati Northern #33

1905 sold to New York Central F-60 #6112 (1<sup>st</sup>)

1918 to New York Central (New York Central) F-60 #6312 (2<sup>nd</sup>)

June 1919 to New York Central #6379

May 1928 scrapped

AAT, BAX

2683 July 1896 4-6-0 18x24-57"

Cincinnati, Jackson & Mackinaw #34

August 1897 sold to Cincinnati Northern #34

1905 to New York Central F-60 #6113 (1<sup>st</sup>)

sold to Dayton, Toledo & Chicago #6

by 1917 retired from service

to New York Central #6113

1919 to New York Central (New York Central) F-60 #6313 (2<sup>nd</sup>)

June 1919 to New York Central #6380

September 1920 sold to Birmingham Rail & Locomotive

March 1921 sold to Chesapeake Beach #8

May 1936 sold to East Washington #8

AAT, BAX

2684 July 1896 4-6-0 18x24-57"

Cincinnati, Jackson & Mackinaw #35

August 1897 sold to Cincinnati Northern #35

1905 sold to New York Central F-60 #6114

sold to Dayton, Toledo & Chicago #7

by 1917 retired from service

to New York Central #6114

December 1917 sold to Southern Iron & Equipment #2535

scrapped

AAT

2685 July 1896 4-6-0 18x26-69"

Burlington, Cedar Rapids & Northern #70

June 1903 sold to Chicago, Rock Island & Pacific #1201

1903 to #1101

September 1924 scrapped

AAT

2686 July 1896 4-6-0 18x26-69"

Burlington, Cedar Rapids & Northern #71

rebuilt

63" drivers

June 1903 sold to Chicago, Rock Island & Pacific #1202

1903 to #1102

July 1924 scrapped

AAT

2687 July 1896 4-6-0 18x26-69"  
Burlington, Cedar Rapids & Northern #72  
rebuilt  
63" drivers  
June 1903 sold to Chicago, Rock Island & Pacific #1203  
1903 to #1103  
March 1925 scrapped  
AAT

2688 August 1896 4-6-0 19½x26-57.3"  
Chicago, Rock Island & Pacific #837  
1897 to #1370  
1903 to #1270  
May 1927 scrapped  
AAT

2689 August 1896 4-6-0 19½x26-57.3  
Chicago, Rock Island & Pacific #838  
1897 to #1371  
1903 to #1271  
March 1928 scrapped  
AAT

2690 August 1896 4-6-0 19½x26-57.3"  
Chicago, Rock Island & Pacific #839  
1897 to #1372  
1903 to #1272  
May 1934 scrapped  
AAT

2691 August 1896 4-6-0 19½x26-57.3"  
Chicago, Rock Island & Pacific #840  
1897 to #1373  
1903 to #1273  
May 1927 scrapped  
AAT

2692 August 1896 4-6-0 19½x26-57.3"  
Chicago, Rock Island & Pacific #841  
1897 to #1374  
1903 to #1274  
January 1924 scrapped  
AAT

2693 August 1896 4-6-0 20x26-62"  
Erie Railroad G-3 #770  
August 1925 scrapped  
AAT

2694 August 1896 4-6-0 20x26-62"  
Erie Railroad G-3 #771  
March 1924 scrapped  
AAT

2695 August 1896 4-6-0 20x26-62"  
Erie Railroad G-3 #772  
March 1924 scrapped  
AAT

2696 August 1896 4-6-0 20x26-62"  
Erie Railroad G-3 #773  
May 1927 scrapped  
AAT

2697 August 1896 4-6-0 20x26-62"  
Erie Railroad G-3 #774  
June 1915 scrapped  
AAT

2698 September 1896 2-6-0 19x26-55"  
Great Northern #371  
1903 to Great Northern #450  
May 1937 scrapped  
AAT

2699 September 1896 2-6-0 19x26-55"  
Great Northern #372  
1903 to Great Northern #451  
June 1926 scrapped  
AAT

2700 September 1896 2-6-0 19x26-55"  
Great Northern D-5 #373  
1903 to Great Northern D-5 #452  
1928 scrapped  
AAT

2712 1896 0-6-0  
Illinois Central Railroad #158 (4<sup>th</sup>)  
August 1925 scrapped  
ICR

2713 1896 0-6-0  
Illinois Central Railroad #159 (2<sup>nd</sup>)  
June 1927 scrapped  
ICR

2714 1896 0-6-0  
Illinois Central Railroad #160 (1<sup>st</sup>)  
July 1926 scrapped  
ICR

2715 1896 0-6-0  
Illinois Central Railroad #161 (3<sup>rd</sup>)  
September 1922 scrapped  
ICR

2789 1897 2-6-0  
Great Northern Railway D-5 #384 (1<sup>st</sup>)  
1899 to Great Northern Railway D-5 #463 (2<sup>nd</sup>)  
circa 1929 dismantled  
KJB

2790 1897 2-6-0  
Great Northern Railway D-5 #385 (1<sup>st</sup>)  
1899 to Great Northern Railway D-5 #464 (2<sup>nd</sup>)  
1927 sold as scrap to Duluth Iron & Metals  
KJB

2791 1897 2-6-0  
Great Northern Railway D-5 #386 (1<sup>st</sup>)  
1899 to Great Northern Railway D-5 #465 (2<sup>nd</sup>)  
July 1932 sold as scrap to Duluth Iron & Metals  
KJB

2792 1897 2-6-0  
Great Northern Railway D-5 #387 (1<sup>st</sup>)  
1899 to Great Northern Railway D-5 #466 (2<sup>nd</sup>)  
July 1929 scrapped  
KJB

2793 1897 2-6-0  
Great Northern Railway D-5 #388 (1<sup>st</sup>)  
1899 to Great Northern Railway D-5 #467 (2<sup>nd</sup>)  
1927 sold as scrap to Duluth Iron & Metals  
KJB

2794 1897 2-6-0  
Great Northern Railway D-5 #389 (1<sup>st</sup>)  
1899 to Great Northern Railway D-5 #468 (2<sup>nd</sup>)  
December 1926 sold as scrap to Pacific Coast Steel  
KJB

2795 1897 2-6-0  
Great Northern Railway D-5 #390 (1<sup>st</sup>)  
1899 to Great Northern Railway D-5 #469 (2<sup>nd</sup>)  
June 1926 sold as scrap to Duluth Iron & Metals  
KJB

2796 1897 2-6-0  
Great Northern Railway D-5 #391 (1<sup>st</sup>)  
1899 to Great Northern Railway D-5 #470 (2<sup>nd</sup>)  
1927 sold as scrap to Duluth Iron & Metals  
KJB

2797 1897 2-6-0  
Great Northern Railway D-5 #392 (1<sup>st</sup>)  
1899 to Great Northern Railway D-5 #471 (2<sup>nd</sup>)  
December 1926 sold as scrap to Pacific Coast Steel  
KJB

2798 1897 2-6-0  
Eastern Railway of Minnesota #472  
1903 to Great Northern Railway D-5 #472 (2<sup>nd</sup>)  
March 1929 sold as scrap to Paper Calmenson & Company  
KJB

2799 1897 2-6-0  
Eastern Railway of Minnesota #473  
1903 to Great Northern Railway D-5 #473 (2<sup>nd</sup>)  
1928 scrapped  
KJB

2800 1897 2-6-0  
Eastern Railway of Minnesota #474  
1903 to Great Northern Railway D-5 #474 (2<sup>nd</sup>)  
June 1928 scrapped  
KJB

2801 1897 2-6-0  
 Eastern Railway of Minnesota #475  
 1903 to Great Northern Railway D-5 #475 (2<sup>nd</sup>)  
 1927 sold as scrap to Duluth Iron & Metals  
 KJB

2802 1897 2-6-0  
 Eastern Railway of Minnesota #476  
 1903 to Great Northern Railway D-5 #476 (2<sup>nd</sup>)  
 1926 sold as scrap to Duluth Iron & Metals  
 KJB

2820 September 1897 2-6-0 19x26-56½”  
 Illinois Central Railroad #517 (1<sup>st</sup>)  
 1897 to Yazoo & Mississippi Valley #101  
 July 1920 sold  
 AAT

2821 September 1897 2-6-0 19x26-56½”  
 Illinois Central Railroad #518 (1<sup>st</sup>)  
 1897 sold to Yazoo & Mississippi Valley #102  
 1926 scrapped  
 AAT

2822 September 1897 2-6-0 19x26-56½”  
 Illinois Central Railroad #519 (1<sup>st</sup>)  
 1897 sold to Yazoo & Mississippi Valley #103  
 July 1929 scrapped  
 AAT

2823 September 1897 2-6-0 19x26-56½”  
 Illinois Central Railroad #520 (1<sup>st</sup>)  
 1897 sold to Yazoo & Mississippi Valley #104  
 July 1928 sold  
 AAT'

2824 September 1897 2-6-0 19x26-56½”  
 Illinois Central Railroad #521 (1<sup>st</sup>)  
 1897 sold to Yazoo & Mississippi Valley #105  
 June 1915 in service  
 AAT

2825 October 1897 4-4-0 18x26-75”  
 Illinois Central Railroad #969  
 1906 to Illinois Central Railroad #1969  
 pre-1922 to Illinois Central Railroad #4969  
 September 1922 scrapped  
 AAT

2826 October 1897 2-8-0 21x26-56”  
 Mexican Central #197; Mexico  
 1904 to Mexican Central G-2 #706  
 1908 sold to National de Mexico #416  
 1930 to National de Mexico #1052  
 March 1957 retired from service  
 AAT

2829 October 1897 2-8-0 21x26-56”  
 Mexican Central #200; Mexico  
 1902 to Mexican Central #709  
 1908 to National de Mexico #419  
 1930 to National de Mexico #1055  
 May 1933 retired from service  
 AAT

2830 October 1897 2-8-0 21x26-56”  
 Mexican Central #201; Mexico  
 1902 to Mexican Central #710  
 1908 to National de Mexico #420  
 March 1923 retired from service  
 AAT

2831 October 1897 2-8-0 21x26-56”  
 Mexican Central #202; Mexico  
 1902 to Mexican Central #711  
 1908 to National de Mexico #421  
 1930 to National de Mexico #1056  
 October 1953 retired from service  
 AAT



2832 October 1897 2-8-0 21x26-56"  
 Mexican Central #203; Mexico  
 1902 to Mexican Central #712  
 1908 to National de Mexico #422  
 1930 to National de Mexico #1057  
 August 1954 retired from service  
 AAT

2833 October 1897 2-8-0 21x26-56"  
 Mexican Central #204; Mexico  
 1902 to Mexican Central #713  
 1908 to National de Mexico #423  
 1930 to National de Mexico #1058  
 April 1954 retired from service  
 AAT

2834 October 1897 2-8-0 21x26-56"  
 Mexican Central #205; Mexico  
 1902 to Mexican Central #714  
 1908 to National de Mexico #424  
 1930 to National de Mexico #1059  
 August 1954 retired from service  
 AAT

2835 October 1897 2-8-0 21x26-56"  
 Mexican Central #206; Mexico  
 1902 to Mexican Central #715  
 1908 to National de Mexico #425  
 1930 to National de Mexico #1060  
 by 1941 off roster  
 AAT

2836 October 1897 2-6-2T 3'6" gauge 14x20-48"  
 Kobu Railway #1; Japan  
 to Kobu Railway #10  
 to Japanese National Railway #3020  
 AAT

2837 October 1897 2-6-2T 3'6" gauge 14x20-48"  
 Kobu Railway #2; Japan  
 to Kobu Railway #11; Japan  
 to Japanese National Railway #3021  
 AAT

2838 October 1897 2-6-2T 3'6" gauge 14x20-48"  
 Kobu Railway #12; Japan  
 to Japanese National Railway #3022  
 AAT

2839 October 1897 2-6-0 15x20-40" 3' gauge  
 Jalapa & Cordova Railway #1; Mexico  
 sold to Jalapa & Teocelo Railway #1; Mexico  
 1914 sold to Vera Cruz & Alvarado #5 (2<sup>nd</sup>); Mexico  
 1930 to Vera Cruz & Alvarado #151  
 to National de Mexico #151  
 AAT

2840 October 1897 2-6-0 3' gauge 14x20-42"  
 Jalapa & Cordova #2 "Coatepec"; Mexico  
 sold to Jalapa & Teocelo #3 (2<sup>nd</sup>); Mexico  
 AAT

2841 November 1897 2-6-0 3' gauge 15x22-42"  
 Colorado & Northwestern #1  
 April 1909 sold to Denver, Boulder & Western #1  
 sold to Alaska  
 AAT

2842 November 1897 4-6-0 17x24-57"  
 Lake Shore & Michigan Southern E-3 #18  
 00/1905 to New York Central (Lake Shore & Michigan Southern) F-48d  
 #5100 (1<sup>st</sup>)  
 March 1910 sold to Atlantic Equipment Company  
 AAT, BAX

2843 November 1897 4-6-0 17x24-57"  
 Lake Shore & Michigan Southern E-3 #24  
 00/1905 to New York Central (Lake Shore & Michigan Southern) F-48d  
 #5101 (1<sup>st</sup>)  
 October 1915 scrapped  
 AAT, BAX

2844 November 1897 4-6-0 17x24-57"  
 Lake Shore & Michigan Southern E-3 #59  
 00/1905 to New York Central (Lake Shore & Michigan Southern) F-48d  
 #5102 (1<sup>st</sup>)  
 July 1910 sold to Atlantic Equipment Company  
 AAT, BAX

2845 November 1897 4-6-0 17x24-57"

Lake Shore & Michigan Southern E-3 #100

00/1905 to New York Central (Lake Shore & Michigan Southern) F-48d  
#5103 (1<sup>st</sup>)

October 1915 scrapped

AAT, BAX

2846 00/1897 4-6-0

Lake Shore & Michigan Southern #106

00/1905 to New York Central (Lake Shore & Michigan Southern) F-48d  
#5104 (1<sup>st</sup>)

August 1910 sold to Atlantic Equipment Company

BAX

2847 00/1897 4-6-0

Lake Shore & Michigan Southern #108

00/1905 to New York Central (Lake Shore & Michigan Southern) F-48d  
#5105 (1<sup>st</sup>)

November 1909 sold to Hicks Locomotive Works

BAX

2848 00/1897 4-6-0

Lake Shore & Michigan Southern #109

00/1905 to New York Central (Lake Shore & Michigan Southern) F-48d  
#5106 (1<sup>st</sup>)

November 1909 sold to Hicks Locomotive Works

BAX

2849 00/1897 4-6-0

Lake Shore & Michigan Southern #118

00/1905 to New York Central (Lake Shore & Michigan Southern) F-48d  
#5107 (1<sup>st</sup>)

November 1909 sold to Hicks Locomotive Works

BAX

2850 00/1897 4-6-0

Lake Shore & Michigan Southern #120

00/1905 to New York Central (Lake Shore & Michigan Southern) F-48d  
#5108 (1<sup>st</sup>)

August 1910 sold to Atlantic Equipment

BAX

2851 00/1897 4-6-0

Lake Shore & Michigan Southern #137

00/1905 to New York Central (Lake Shore & Michigan Southern) F-48d  
#5109 (1<sup>st</sup>)

July 1913 sold to General Equipment

BAX

2852 00/1897 4-6-0

Lake Shore & Michigan Southern #143

00/1905 to New York Central (Lake Shore & Michigan Southern) F-48d  
#5110 (1<sup>st</sup>)

October 1915 scrapped

BAX

2853 November 1897 4-6-0 17x24-57"

Lake Shore & Michigan Southern E-3 #211

1902 to Lake Shore & Michigan Southern E-3 #256

00/1905 to New York Central (Lake Shore & Michigan Southern) F-48d  
#5116 (1<sup>st</sup>)

December 1915 sold to Elberton & Eastern #102

1924 sold to Georgia Railroad A #50 for \$4,500

1927 sold to Bamberg, Ehrhardt & Walterboro

AAT, BAX

2854 November 1897 4-6-0 17x24-57"

Lake Shore & Michigan Southern E-3 #213

1902 to Lake Shore & Michigan Southern E-3 #259

1905 to New York Central (Lake Shore & Michigan Southern) F-48d  
#5119

November 1909 sold to Hicks Locomotive Works

AAT

2855 November 1897 4-6-0 17x24-57"

Lake Shore & Michigan Southern E-3 #218

00/1905 to New York Central (Lake Shore & Michigan Southern) F-48d  
#5111 (1<sup>st</sup>)

September 1914 scrapped

AAT, BAX

2856 November 1897 4-6-0 17x24-57"  
 Lake Shore & Michigan Southern E-3 #236  
 00/1905 to New York Central (Lake Shore & Michigan Southern) F-48d  
 #5112 (1<sup>st</sup>)  
 October 1915 scrapped  
 AAT, BAX

2857 November 1897 4-6-0 17x24-57"  
 Lake Shore & Michigan Southern E-3 #244  
 00/1905 to New York Central (Lake Shore & Michigan Southern) F-48d  
 #5113 (1<sup>st</sup>)  
 April 1910 sold to General Equipment  
 November 1911 sold to Aberdeen & Asheboro #36; Briscoe, North  
 Carolina  
 November 1911 sold to Norfolk Southern D-3 #93  
 August 1934 retired from service  
 BAX

2858 November 1897 4-6-0 17x24-57"  
 Lake Shore & Michigan Southern E-3 #245  
 00/1905 to New York Central (Lake Shore & Michigan Southern) #F-48d  
 #5114 (1<sup>st</sup>)  
 March 1910 sold to Atlantic Equipment  
 AAT, BAX

2859 November 1897 4-6-0 17x24-57"  
 Lake Shore & Michigan Southern E-3 #255  
 00/1905 to New York Central (Lake Shore & Michigan Southern) F-48d  
 #5115 (1<sup>st</sup>)  
 July 1914 sold to General Equipment  
 AAT, BAX

2860 November 1897 4-6-0 17x24-57"  
 Lake Shore & Michigan Southern E-3 #257  
 1905 to New York Central (Lake Shore & Michigan Southern) F-48d  
 #5117 (1<sup>st</sup>)  
 January 1913 sold to Chicago, Kalamazoo & Saginaw #4 (2<sup>nd</sup>)  
 May 1919 sold  
 AAT, BAX

2861 November 1897 4-6-0 17x24-57"  
 Lake Shore & Michigan Southern E-3 #258  
 1905 to New York Central (Lake Shore & Michigan Southern) F-48d  
 #5118 (1<sup>st</sup>)  
 August 1910 sold to Atlantic Equipement Company  
 AAT, BAX

2862 December 1897 0-6-0T 3'6" gauge 15x22-48"  
 Seiwa Railway #1; Japan  
 AAT

2863 December 1897 0-6-0T 3'6" gauge 15x22-48"  
 Seiwa Railway #2; Japan  
 AAT

2864 December 1897 0-6-0T 3'6" gauge 15x22-48"  
 Seiwa Railway #3; Japan  
 AAT

2865 December 1897 0-6-0T 3'6" gauge 14x18-36"  
 Sanuki Railway #1; Japan  
 AAT

2866 December 1897 4-8-0 21x34-55"  
 Montana Central #100  
 1899 sold to Great Northern Railway G-5 #800 (1<sup>st</sup>)  
 February 1931 retired from service  
 October 1932 scrapped  
 AAT, KJB

2867 December 1897 4-8-0 21x34-55"  
 Montana Central #101  
 1899 sold to Great Northern Railway G-5 #801 (1<sup>st</sup>)  
 June 1929 retired from service  
 August 1932 scrapped  
 AAT

2868 December 1897 2-6-0T 14x22-42"  
 Seoul Chemulpo Railway MOGA-1 #1; Korea  
 AAT

2869 December 1897 2-6-0T 14x22-42"  
 Seoul Chemulpo Railway MOGA-1 #2; Korea  
 AAT

2870 December 1897 2-6-0T 14x22-42"  
 Seoul Chemulpo Railway MOGA-1 #3; Korea  
 AAT

2871 December 1897 2-6-0T 14x22-42"  
 Seoul Chemulpo Railway MOGA-1 #4; Korea  
 AAT

2872 December 1897 2-6-0 19x24-50"  
 Reynoldsville & Falls Creek #4  
 June 1929 sold to Buffalo, Rochester & Pittsburgh L-2 #4 (2<sup>nd</sup>)  
 stored at DuBois  
 December 1929 sold to Arcade & Attica #8  
 AAT

2873 December 1897 4-6-0 18x24-68"  
 Buffalo, Rochester & Pittsburgh T #13 (2<sup>nd</sup>)  
 1923 sold to Southern Iron & Equipment Company #1839  
 1923 sold to Delaware & Northern #9  
 AAT

2874 December 1897 2-8-0 18x26-48"  
 Buffalo, Rochester & Pittsburgh P #143  
 pre-1916 rebuilt  
 Buffalo, Rochester & Pittsburgh Pr #143  
 October 1923 sold to Southern Iron & Equipment Company #1880  
 November 11, 1923 sold to Scott & Howe Lumber Company; Ironwood,  
 Michigan  
 AAT

2875 December 1897 2-8-0 18x26-48"  
 Buffalo, Rochester & Pittsburgh P #144  
 pre-1916 rebuilt  
 Buffalo, Rochester & Pittsburgh Pr #144  
 June 1925 sold to Southern Iron & Equipment Company #2020  
 AAT

2876 December 1897 2-8-0 18x26-48"  
 Buffalo, Rochester & Pittsburgh P #145  
 pre-1916 rebuilt  
 Buffalo, Rochester & Pittsburgh Pr #145  
 January 1932 sold to Baltimore & Ohio E-51 #3007  
 1933 retired from service  
 AAT

2877 December 1897 2-8-0 18x26-48"  
 Buffalo, Rochester & Pittsburgh P #146  
 pre-1916 rebuilt  
 Buffalo, Rochester & Pittsburgh Pr #146  
 January 1932 sold to Baltimore & Ohio E-51 #3008  
 1936 retired from service  
 AAT

2878 January 1897 4-4-0 3'6" gauge 15x22-54"  
 Imperial Government Railway #252; Japan  
 AAT

2879 January 1897 4-4-0 3'6" gauge 15x22-54"  
 Imperial Government Railway; Japan  
 AAT

2880 January 1897 4-4-0 3'6" gauge 15x22-54"  
 Imperial Government Railway #254; Japan  
 AAT

2881 January 1897 4-4-0 3'6" gauge 15x22-54"  
 Imperial Government Railway #255; Japan  
 AAT

2882 January 1897 4-4-0 3'6" gauge 15x22-54"  
 Imperial Government Railway #256; Japan  
 AAT

2883 January 1897 4-4-0 3'6" gauge 15x22-54"  
 Imperial Government Railway #257; Japan  
 AAT

2884 January 1898 4-4-0 3'6" gauge 15x22-54"  
 Imperial Government Railway #258; Japan  
 AAT

2885 January 1898 4-4-0 3'6" gauge 15x22-54"  
 Imperial Government Railway #259; Japan  
 AAT

2886 January 1898 4-4-0 3'6" gauge 15x22-54"  
 Imperial Government Railway #260; Japan  
 AAT

2887 January 1898 4-4-0 3'6" gauge 15x22-54"  
 Imperial Government Railway #261; Japan  
 AAT

2888 January 1898 4-4-0 3'6" gauge 15x22-54"  
Imperial Government Railway #262; Japan  
AAT

2889 January 1898 4-4-0 3'6" gauge 15x22-54"  
Imperial Government Railway #263; Japan  
AAT

2890 January 1898 4-4-0 3'6" gauge 15x22-54"  
Imperial Government Railway #264; Japan  
AAT

2891 January 1898 4-4-0 3'6" gauge 15x22-54"  
Imperial Government Railway #265; Japan  
AAT

2892 January 1898 4-4-0 3'6" gauge 15x22-54"  
Imperial Government Railway #266; Japan  
AAT

2893 January 1898 4-4-0 3'6" gauge 15x22-54"  
Imperial Government Railway #267; Japan  
AAT

2894 January 1898 4-4-0 3'6" gauge 15x22-54"  
Imperial Government Railway #268; Japan  
AAT

2895 January 1898 4-4-0 3'6" gauge 15x22-54"  
Imperial Government Railway #269; Japan  
AAT

2896 January 1898 4-4-0 3'6" gauge 15x22-54"  
Imperial Government Railway #270; Japan  
AAT

2897 January 1898 4-4-0 3'6" gauge 15x22-54"  
Imperial Government Railway #271; Japan  
AAT

2898 January 1898 2-6-0T 3'6" gauge 17x22-50"  
Kiushiu Railway #102; Japan  
AAT

2899 January 1898 2-6-0T 3'6" gauge 17x22-50"  
Kiushiu Railway #103; Japan  
AAT

2900 January 1898 2-6-0T 3'6" gauge 17x22-50"  
Kiushiu Railway #104; Japan  
AAT

2901 January 1898 2-6-0T 3'6" gauge 17x22-50"  
Kiushiu Railway #105; Japan  
AAT

2902 January 1898 2-6-0T 3'6" gauge 17x22-50"  
Kiushiu Railway #106; Japan  
AAT

2903 January 1898 2-6-0T 3'6" gauge 17x22-50"  
Kiushiu Railway #107; Japan  
AAT

2904 January 1898 2-6-0T 3'6" gauge 17x22-50"  
Kiushiu Railway #108; Japan  
AAT

2905 January 1898 2-6-0T 3'6" gauge 17x22-50"  
Kiushiu Railway #109; Japan  
AAT

2906 January 1898 2-6-0T 3'6" gauge 17x22-50"  
Kiushiu Railway #110; Japan  
AAT

2907 January 1898 2-6-0T 3'6" gauge 17x22-50"  
Kiushiu Railway #111; Japan  
AAT

2908 January 1898 2-6-0T 3'6" gauge 17x22-50"  
Kiushiu Railway #112; Japan  
AAT

2909 January 1898 2-6-0T 3'6" gauge 17x22-50"  
Kiushiu Railway #113; Japan  
AAT

2910 February 1898 0-6-0 19x24-51"  
Cleveland, Cincinnati, Chicago & Saint Louis #32  
1905 to New York Central B-71 #7271  
January 1923 scrapped  
AAT

2911 February 1898 0-6-0 19x24-51"  
Cleveland, Cincinnati, Chicago & Saint Louis #33  
1905 to New York Central B-71 #7272  
January 1923 scrapped  
AAT

2912 February 1898 0-6-0 19x24-51”  
Cleveland, Cincinnati, Chicago & Saint Louis #34  
1905 to New York Central B-71 #7273  
October 1923 scrapped  
AAT

2913 February 1898 0-6-0 19x24-51”  
Cleveland, Cincinnati, Chicago & Saint Louis #35  
1905 to New York Central B-71 #7274  
October 1923 scrapped  
AAT

2914 February 1898 0-6-0 19x24-51”  
Cleveland, Cincinnati, Chicago & Saint Louis #36  
1905 to New York Central B-71 #7275  
October 1923 scrapped  
AAT

2915 February 1898 0-6-0 19x24-51”  
Cleveland, Cincinnati, Chicago & Saint Louis #37  
1905 to New York Central B-71 #7276  
February 1923 scrapped  
AAT

2916 February 1898 0-6-0 18x24-52”  
Peoria & Pekin Union A-1 #20 (1<sup>st</sup>)  
to Peoria & Pekin Union A-1 #6 (2<sup>nd</sup>)  
by 1927 off roster  
AAT

2917 February 1898 0-6-0 18x24-51”  
Peoria & Pekin Union A-1 #21 (1<sup>st</sup>)  
to Peoria & Pekin Union A-1 #7 (2<sup>nd</sup>)  
1926 retired from service  
AAT

2918 February 1898 4-6-0 18x24-56”  
Flint & Pere Marquette #99  
January 190 sold to Pere Marquette T-3 #172  
rebuilt  
63” drivers  
June 1928 scrapped  
AAT

2919 February 1898 4-6-0 18x24-56”  
Flint & Pere Marquette #98  
January 1900 sold to Pere Marquette T-3 #171  
rebuilt  
63” drivers  
November 1927 scrapped  
AAT

2920 February 1898 4-6-0 18x24-56”  
Flint & Pere Marquette #100  
January 1900 sold to Pere Marquette T-3 #173  
rebuilt  
63” drivers  
November 1927 scrapped  
AAT

2921 February 1898 0-6-0 18x24-48”  
Union Railroad #29; Hall, Pennsylvania  
by August 1905 off roster  
AAT

2922 February 1898 0-6-0 18x24-48”  
Union Railroad #30; Hall, Pennsylvania  
June 1917 in service  
AAT

2923 March 1898 4-6-0 20x26-63”  
Wisconsin Central #221 (1<sup>st</sup>)  
June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin  
Central) E-22 #2619  
November 1932 dismantled  
AAT, WCA, WCZ

2924 March 1898 4-6-0 20x26-63”  
Wisconsin Central #222 (1<sup>st</sup>)  
June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin  
Central) E-22 #2620  
August 1933 dismantled  
AAT, WCA, WCZ

2925 March 1898 4-6-0 20x26-63”  
Wisconsin Central #223 (1<sup>st</sup>)  
June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) E-22 #2621  
July 1948 dismantled  
AAT, WCA, WCZ

2926 March 1898 4-6-0 20x26-63”  
Wisconsin Central #224 (1<sup>st</sup>)  
June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) E-22 #2622  
June 1940 dismantled  
AAT, WCA, WCZ

2927 March 1898 4-6-0 20x26-63”  
Wisconsin Central #225 (1<sup>st</sup>)  
June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) E-22 #2623  
April 1946 dismantled  
AAT, WCA, WCZ

2928 March 1898 4-6-0 20x26-63”  
Wisconsin Central #226 (1<sup>st</sup>)  
June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) E-22 #2624  
June 1948 dismantled  
AAT, WCA, WCZ

2929 March 1898 4-6-0 19x26-69”  
Wisconsin Central #227 (1<sup>st</sup>)  
June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) E-23 #2625  
November 1932 dismantled  
AAT, WCA, WCZ

2930 March 1898 4-6-0 19x26-69”  
Wisconsin Central #228 (1<sup>st</sup>)  
June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) E-23 #2626  
June 1952 sold as scrap to The Purdy Company  
AAT, WCA, WCZ

2931 March 1898 4-6-0 19x26-69”  
Wisconsin Central #229 (1<sup>st</sup>)  
June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) E-23 #2627  
November 1936 dismantled  
AAT, WCA, WCZ

2932 March 1898 4-6-0 19x26-69”  
Wisconsin Central #230 (1<sup>st</sup>)  
June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) E-23 #2628  
July 1930 dismantled  
AAT, WCA, WCZ

2933 March 1898 4-4-0 18x24-67”  
Long Island Rail Road #6 (2<sup>nd</sup>)  
1898 to Long Island Rail Road D-55a #77  
June 1916 in service  
AAT

2934 March 1898 4-4-0 18x24-67”  
Long Island Rail Road #8  
1898 to Long Island Rail Road D-55a #78  
October 1925 scrapped  
AAT

2935 March 1898 4-4-0 18x24-67”  
Long Island Rail Road #33  
1898 to Long Island Rail Road D-55a #79  
June 1916 in service  
AAT

2936 March 1898 4-4-0 18x24-67”  
Long Island Rail Road #34  
1898 to Long Island Rail Road D-55a #80  
June 1916 in service  
AAT

2937 March 1898 4-4-0 18x24-67”  
Long Island Rail Road #42  
1898 to Long Island Rail Road D-55a #81  
June 1916 in service  
AAT

2938 March 1898 2-6-0 20x26-56"  
Pittsburgh, Bessemer & Lake Erie #65  
April 1901 sold to Bessemer & Lake Erie M-3a #65  
1936 scrapped  
AAT

2939 March 1898 2-6-0 20x26-56"  
Pittsburgh, Bessemer & Lake Erie #66  
April 1901 sold to Bessemer & Lake Erie M-3a #66  
1936 scrapped  
AAT

2940 March 1898 2-6-0 20x26-56"  
Pittsburgh, Bessemer & Lake Erie #67  
April 1901 sold to Bessemer & Lake Erie M-3a #67  
1936 scrapped  
AAT

2941 March 1898 2-6-0 20x26-56"  
Pittsburgh, Bessemer & Lake Erie #68  
April 1901 sold to Bessemer & Lake Erie M-3a #68  
1929 scrapped  
AAT

2942 April 1898 4-6-0 20x24-56"  
Mexico, Cuernavaca & Pacific #8  
1902 sold to Mexican Central F-3 #643  
1909 sold to National de Mexico #302  
1930 to National de Mexico #813  
AAT

2943 April 1898 4-6-0 18x24-57"  
Washington County #4  
1906 to Washington County #31  
July 1911 sold to Maine Central G-3 #110 (2<sup>nd</sup>)  
November 1918 scrapped  
AAT

2944 April 1898 4-6-0 18x24-56"  
Washington County #5  
1906 to Washington County #32  
July 1911 sold to Maine Central G-3 #112  
April 1924 rebuilt  
March 1935 scrapped  
AAT

2945 April 1898 4-6-0 18x24-57"  
Washington County #6  
1906 to Washington County #33  
July 1911 sold to Maine Central G-3 #113 (2<sup>nd</sup>)  
September 1921 rebuilt  
March 1935 scrapped  
AAT

2946 April 1898 4-6-0 18x24-57"  
Washington County #7  
1905 to Washington County #34  
July 1911 sold to Maine Central G-3 #114 (2<sup>nd</sup>)  
January 1922 rebuilt  
June 1947 scrapped  
AAT

2947 April 1898 4-6-0 18x24-57"  
Washington County #8  
1907 to Washington County #35  
July 1911 sold to Maine Central G-3 #115 (2<sup>nd</sup>)  
September 1924 rebuilt  
August 1935 scrapped  
AAT

2948 April 1898 4-4-0 18x24-62"  
Washington County #1  
1906 to Washington County #21  
July 1911 sold to Maine Central H #117 (2<sup>nd</sup>)  
September 1921 scrapped  
AAT

2949 April 1898 4-4-0 18x24-62"  
Washington County #2  
1905 to Washington County #22  
July 1911 sold to Maine Central H #118 (2<sup>nd</sup>)  
February 1920 scrapped  
AAT

2950 April 1898 4-4-0 18x24-62"  
Washington County #3  
1907 to Washington County #23  
July 1911 sold to Maine Central H #119 (2<sup>nd</sup>)  
September 1921 scrapped  
AAT



2951 April 1898 2-8-0 3' gauge 16x20-37"  
 Colorado & Northwestern #30; Boulder, Colorado  
 April 1909 sold to Denver, Boulder & Western #30; Boulder, Colorado  
 September 1919 sold to Morse Brothers (dealer)  
 February 1921 sold to Colorado & Southern B-4f #74  
 November 1948 sold to Morse Brothers (dealer)  
 November 1948 sold to Rio Grande Southern B-4F #74  
 July 1952 donated to Boulder, Colorado  
 on display at Central Park  
 AAT

2952 April 1898 2-6-0 14x22-42"  
 Itaska Lumber Company #2 "Itaska"  
 sold to Minneapolis & Rainy River #2  
 sold to Birmingham Rail & Locomotive "Deep River"  
 April 22, 1918 sold to Hemphill Lumber Company; Kennett, Missouri  
 AAT

2953 April 1898 4-6-0 18x24-56" Order B224  
 Saint Louis, Indianapolis & Eastern #40  
 November 1899 sold to Illinois & Indiana #40  
 Illinois & Indiana #17  
 January 1900 sold to Illinois Central Railroad T-56 #296 (2<sup>nd</sup>)  
 1914 to Illinois Central Railroad T-56 #2296  
 May 1935 retired from service  
 AAT, ICR

2954 May 1898 4-6-0 20x30-63"  
 Eastern Railway of Minnesota #150  
 1899 to Eastern Railway of Minnesota #1000  
 May 1902 to Great Northern E-10 #1000 (1<sup>st</sup>)  
 April 1929 scrapped  
 AAT, KJB

2955 May 1898 4-6-0 20x30-63"  
 Eastern Railway of Minnesota #151  
 1899 to Eastern Railway of Minnesota #1001  
 May 1902 to Great Northern E-10 #1001 (1<sup>st</sup>)  
 November 1928 scrapped  
 AAT, KJB

2956 May 1898 4-6-0 20x30-63"  
 Eastern Railway of Minnesota #152  
 1899 to Eastern Railway of Minnesota #1002  
 May 1902 to Great Northern E-10 #1002 (1<sup>st</sup>)  
 May 1929 scrapped  
 AAT, KJB

2957 May 1898 4-6-0 20x30-63"  
 Eastern Railway of Minnesota #153  
 1899 to Eastern Railway of Minnesota #1003  
 May 1902 to Great Northern E-10 #1003 (1<sup>st</sup>)  
 October 1936 scrapped  
 AAT, KJB

2958 May 1898 4-6-0 20x30-63"  
 Eastern Railway of Minnesota #154  
 1899 to Eastern Railway of Minnesota #1004  
 May 1902 sold to Great Northern Railway E-10 #1004  
 March 1932 scrapped  
 AAT

2959 May 1898 4-6-0 20x30-63"  
 Eastern Railway of Minnesota #155  
 1899 to Eastern Railway of Minnesota #1005  
 May 1902 to Great Northern Railway E-10 #1005 (1<sup>st</sup>)  
 December 1929 retired from service  
 AAT, KJB

2960 May 1898 4-6-0 20x30-63"  
 Eastern Railway of Minnesota #156  
 1899 to Eastern Railway of Minnesota #1006  
 May 1902 to Great Northern E-10 #1006 (1<sup>st</sup>)  
 October 1930 retired from service  
 AAT, KJB

2961 May 1898 4-6-0 20x30-63"  
 Eastern Railway of Minnesota #157  
 1899 to Eastern Railway of Minnesota #1007  
 May 1902 to Great Northern E-10 #1007 (1<sup>st</sup>)  
 1927 retired from service  
 February 1928 scrapped  
 AAT, KJB

2962 May 1898 4-8-0 21x26-55"

Chicago, Indianapolis & Louisville #200

1911 to Chicago, Indianapolis & Louisville E-1 #220

October 1925 rebuilt

Chicago, Indianapolis & Louisville E-1a #220

April 1946 scrapped

AAT

2963 May 1898 4-8-0 21x26-55"

Chicago, Indianapolis & Louisville #201

1911 to Chicago, Indianapolis & Louisville E-1 #221

January 1923 rebuilt

Chicago, Indianapolis & Louisville E-1a #221

April 1946 scrapped

AAT

2964 May 1898 4-8-0 21x26-55"

Chicago, Indianapolis & Louisville #202

1911 to Chicago, Indianapolis & Louisville E-1 #222

April 1925 rebuilt

Chicago, Indianapolis & Louisville E-1b #222

February 1947 scrapped

AAT

2965 June 1898 4-8-0 21x26-55"

Chicago, Indianapolis & Louisville #203

1911 to Chicago, Indianapolis & Louisville E-1 #223

October 1923 rebuilt

Chicago, Indianapolis & Louisville E-1a #223

May 1946 scrapped

AAT

2966 June 1898 4-8-0 21x26-55"

Chicago, Indianapolis & Louisville #204

1911 to Chicago, Indianapolis & Louisville E-1 #224

May 1925 rebuilt

Chicago, Indianapolis & Louisville E-1b #224

February 1947 scrapped

AAT

2967 May 1898 2-6-0 18x24-51"

Duluth, Mississippi River & Northern #8

May 1899 sold to Eastern Railway of Minnesota #230

sold to A. Guthrie & Company

AAT

2968 June 1898 4-6-0 18x24-63"

Duluth, Mississippi River & Northern #9

May 1899 sold to Eastern Railway of Minnesota #231

1902 to Eastern Railway of Minnesota #991

1902 to Great Northern 27b #991 (1<sup>st</sup>)

November 1902 sold to Isaac Joseph Company (dealer)

sold to Saint Louis, Memphis & Southeastern #698

1905 to Saint Louis & San Francisco #698

to Saint Louis & San Francisco #2698

AAT, KJB

2969 June 1898 2-8-0 3' gauge 16x20-37"

Colorado & Northwestern #31

April 1909 sold to Denver, Boulder & Western #31

1919 sold to Morse Brothers (dealer)

February 1921 sold to Colorado & Southern B-4 #75

March 1945 sold to Morse Brothers (dealer)

1948 sold to Cerro de Pasco Corporation (Huancayo a Huancavelica) #75;

Lima, Peru

1960-1965 scrapped

AAT

2970 June 1898 2-8-0 3' gauge 16x20-37"

Colorado & Northwestern #32

1908 rebuilt

April 1909 sold to Denver, Boulder & Western #32

1919 sold to Morse Brothers (dealer)

February 1921 sold to Colorado & Southern B-4 #76

March 1945 sold to Morse Brothers (dealer)

1948 sold to Cerro de Pasco Corporation (Huancayo a Huancavelica) #76;

Lima, Peru

1960-1965 scrapped

AAT

2971 June 1898 0-6-0 19x26-49"  
 Eastern Railway of Minnesota #7  
 1899 to Eastern Railway of Minnesota #68  
 May 1902 sold to Great Northern Railway A-7 #68 (2<sup>nd</sup>)  
 February 1934 sold as scrap to Duluth Iron & Metals Company  
 AAT, KJB

2972 June 1898 06-0 19x26-49"  
 Eastern Railway of Minnesota #8  
 1899 to Eastern Railway of Minnesota #69  
 May 1902 sold to Great Northern Railway A-7 #69 (2<sup>nd</sup>)  
 February 1934 sold as scrap to Duluth Iron & Metals Company  
 AAT, KJB

2973 June 1898 4-8-0 19x32-55"  
 Eastern Railway of Minnesota #300  
 1899 to Eastern Railway of Minnesota #700  
 May 1902 sold to Great Northern G-2 #700 (1<sup>st</sup>)  
 October 1931 retired from service  
 October 1932 scrapped by Duluth Iron & Metals Company  
 AAT, KJB

2974 June 1898 4-8-0 19x32-55"  
 Eastern Railway of Minnesota #301  
 1899 to Eastern Railway of Minnesota #701  
 May 1902 sold to Great Northern Railway G-2 #701 (1<sup>st</sup>)  
 1902 rebuilt  
 2-8-0  
 Great Northern Railway F-3 #701 (1<sup>st</sup>)  
 May 1939 sold as scrap to Paper Calmenson & Company  
 AAT, KJB

2975 June 1898 4-8-0 19x32-55"  
 Eastern Railway of Minnesota #302  
 1899 to Eastern Railway of Minnesota #702  
 May 1902 sold to Great Northern Railway G-2 #702 (1<sup>st</sup>)  
 August 1928 scrapped  
 AAT, KJB

2976 June 1898 4-4-0 18x24-62"  
 Chihuahua al Pacifico #1; Mexico  
 sold to Mexico Northwestern #1  
 AAT

2977 June 1898 2-8-0 18x26-50"  
 Chihuahua al Pacifico #30; Mexico  
 sold to Mexico Northwestern #30  
 AAT

2978 June 1898 2-8-0 18x26-50"  
 Chihuahua al Pacifico #31; Mexico  
 sold to Mexico Northwestern #31  
 AAT

2979 June 1898 2-8-0 18x26-50"  
 Chihuahua al Pacifico #32; Mexico  
 sold to Mexico Northwestern #32  
 AAT

2980 June 1898 2-8-0 18x26-50"  
 Chihuahua al Pacifico #33; Mexico  
 sold to Mexico Northwestern #33  
 AAT

2981 June 1898 2-6-0 3' gauge 15x18-38"  
 Tionesta Valley #6  
 1937 scrapped  
 AAT

2982 June 1898 4-8-0 19x32-55"  
 Eastern Railway of Minnesota #303 (2<sup>nd</sup>)  
 1899 to Eastern Railway of Minnesota #703  
 May 1902 sold to Great Northern Railway G-2 #703 (1<sup>st</sup>)  
 August 1928 scrapped  
 AAT, KJB

2983 June 1898 4-8-0 19x32-55"  
 Eastern Railway of Minnesota #304  
 1899 to Eastern Railway of Minnesota #704  
 May 1902 sold to Great Northern Railway G-2 #704 (1<sup>st</sup>)  
 1927 retired from service  
 April 1928 scrapped  
 AAT, KJB

2984 June 1898 4-8-0 19x32-55"  
 Eastern Railway of Minnesota #305  
 1899 to Eastern Railway of Minnesota #705  
 May 1902 sold to Great Northern Railway G-2 #705 (1<sup>st</sup>)  
 February 1932 scrapped  
 AAT, KJB

2985 June 1898 4-8-0 19x32-55"

Eastern Railway of Minnesota #306

1899 to Eastern Railway of Minnesota #706

May 1902 sold to Great Northern Railway G-2 #706 (1<sup>st</sup>)

December 1930 retired from service

1932 scrapped

AAT, KJB

2986 July 1898 4-8-0 19x32-55"

Eastern Railway of Minnesota #307

1899 to Eastern Railway of Minnesota #707

May 1902 sold to Great Northern Railway G-2 #707 (1<sup>st</sup>)

October 1932 scrapped (KJB says October 1931)

AAT, KJB

2987 July 1898 4-8-0 19x32-55"

Eastern Railway of Minnesota #308

1899 to Eastern Railway of Minnesota #708

May 1902 sold to Great Northern Railway G-2 #708 (1<sup>st</sup>)

June 1932 scrapped

AAT, KJB

2988 July 1898 4-8-0 19x32-55"

Eastern Railway of Minnesota #309

1899 to Eastern Railway of Minnesota #709

May 1902 sold to Great Northern Railway G-2 #709 (1<sup>st</sup>)

April 1928 scrapped

AAT, KJB

2989 July 1898 4-8-0 19x32-55"

Eastern Railway of Minnesota #310

1899 to Eastern Railway of Minnesota #710

May 1902 sold to Great Northern Railway G-2 #710 (1<sup>st</sup>)

November 1930 retired from service

August 1932 scrapped

AAT, KJB

2990 July 1898 4-8-0 19x32-55"

Eastern Railway of Minnesota #311

1899 to Eastern Railway of Minnesota #711

May 1902 sold to Great Northern Railway G-2 #711 (1<sup>st</sup>)

July 1932 scrapped

AAT, KJB

2991 July 1898 4-4-0 18x24-62"

Pecos Valley & Northeastern #7

June 1907 sold to Eastern Railway of New Mexico #7

January 1912 sold to Atchison, Topeka & Santa Fe #0242

July 1917 scrapped

AAT

2992 July 1898 4-4-0

Pecos Valley & Northeastern #8

July 1907 sold to Eastern Railway of New Mexico #8

January 1912 sold to Atchison, Topeka & Santa Fe #0243

January 1916 scrapped

AAT

2993 July 1898 0-6-0 19x24-50"

Buffalo, Rochester & Pittsburgh F-2 #151

1916 scrapped

AAT

2994 July 1898 4-4-0 3'6" gauge 14x24-60"

Hankaku Railway #8; Japan

AAT

2995 July 1898 4-4-0 3'6" gauge 14x24-60"

Hankaku Railway #9; Japan

AAT

2996 July 1898 4-4-0 3'6" gauge 14x24-60"

Hankaku Railway #10; Japan

AAT

2997 July 1898 2-6-2T 3'6" gauge 15x22-52"

Hankaku Railway #6; Japan

AAT

2998 July 1898 2-6-2T 3'6" gauge 15x22-52"

Hankaku Railway #7; Japan

AAT

2999 July 1898 4-8-0 21x34-55"

Montana Central #102

1899 sold to Great Northern Railway G-5 #802 (1<sup>st</sup>)

March 1929 scrapped

AAT, KJB

3000 July 1898 4-8-0 21x34-55"

Montana Central #103

1899 sold to Great Northern Railway G-5 #803 (1<sup>st</sup>)

January 1930 retired from service

September 1932 scrapped

AAT, KJB

3001 July 1898 4-8-0 21x34-55"

Montana Central #104

1899 sold to Great Northern Railway G-5 #804 (1<sup>st</sup>)

March 1929 scrapped

AAT, KJB

3002 July 1898 4-8-0 21x34-55"

Montana Central #105

1899 sold to Great Northern Railway G-5 #805 (1<sup>st</sup>)

February 1934 sold as scrap to Duluth Iron & Metals

AAT, KJB

3003 July 1898 4-8-0 21x34-55"

Montana Central #106

1899 sold to Great Northern Railway G-5 #806 (1<sup>st</sup>)

1905 rebuilt

2-8-0

Great Northern Railway F-10 #806 (1<sup>st</sup>)

February 1934 sold as scrap to Paper Calmenson & Company

AAT

3004 July 1898 4-8-0 21x34-55"

Montana Central #107

1899 sold to Great Northern Railway G-5 #807 (1<sup>st</sup>)

October 1936 scrapped

AAT, KJB

3005 August 1898 4-6-0 18x24-56"

Toledo & Ohio Central #81

1901 to Toledo & Ohio Central #390

1912 sold to New York Central F-96a #9695

June 1918 sold

AAT

3006 August 1898 4-6-0 18x24-56"

Toledo & Ohio Central #82

1901 to Toledo & Ohio Central #391

1912 sold to New York Central F-96a #9696

April 1918 sold

AAT

3007 August 1898 4-6-0 18x24-56"

Toledo & Ohio Central #83

1901 to Toledo & Ohio Central #392

1912 sold to New York Central (Toledo & Ohio Central) F-96a #9697

July 1918 sold to General Equipment Company

AAT

3008 August 1898 4-6-0 18x24-56"

Toledo & Ohio Central #84

1901 to Toledo & Ohio Central #393

1912 sold to New York Central F-96a #9698

June 1918 sold

AAT

3009 August 1898 4-6-0 18x24-56"

Toledo & Ohio Central #85

1901 to Toledo & Ohio Central #394

1911 to New York Central (Toledo & Ohio Central) F-96a #9699 (1<sup>st</sup>)

1918 retired from service

AAT, BAX

3010 August 1898 4-8-0 20x26-55"

Buffalo, Rochester & Pittsburgh #147

1898 to Buffalo, Rochester & Pittsburgh S-2 #210

1920 sold to Southern Iron & Equipment Company #1552

April 17, 1920 sold to National de Mexico #1

to National de Mexico #1A

1930 to National de Mexico #2850

November 1931 retired from service

AAT

3011 August 1898 4-8-0 20x26-55"  
 Buffalo, Rochester & Pittsburgh #148  
 1898 to Buffalo, Rochester & Pittsburgh S-2 #211  
 December 1920 sold to Southern Iron & Equipment Company #1631  
 1921 sold to Algoma Central & Hudson Bay #26 (2<sup>nd</sup>)  
 sold to Birmingham Rail & Locomotive #211  
 to Southern Iron & Equipment Company #1909; Everett, Washington  
 September 22, 1924 sold to Sauk River Lumber #10  
 AAT

3012 August 1898 4-8-0 20x26-55"  
 Buffalo, Rochester & Pittsburgh #149  
 1898 to Buffalo, Rochester & Pittsburgh S-2 #212  
 February 1920 sold to Southern Iron & Equipment Company #1551  
 March 12, 1920 sold to Fort Smith & Western #36  
 April 1934 scrapped  
 AAT

3013 August 1898 4-8-0 20x26-55"  
 Buffalo, Rochester & Pittsburgh #150  
 1898 to Buffalo, Rochester & Pittsburgh S-2 #213  
 1920 sold to Southern Iron & Equipment Company #1573  
 April 17, 1920 sold to National de Mexico #2  
 to National de Mexico #2A  
 1930 to National de Mexico #2851  
 July 1934 retired from service  
 AAT

3014 August 1898 4-4-0 18x24-62"  
 Pecos Valley & Northeastern #9  
 July 1907 sold to Eastern Railway of New Mexico #9  
 January 1912 sold to Atchison, Topeka & Santa Fe 0242 class #0244  
 August 1916 scrapped  
 AAT

3015 August 1898 4-4-0 18x24-62"  
 Pecos Valley & Northeastern #10  
 July 1907 sold to Eastern Railway of New Mexico #10  
 January 1912 sold to Atchison, Topeka & Santa Fe 0242 class #0245  
 March 1922 scrapped  
 AAT

3016 August 1898 0-6-0 19x26-51"  
 Illinois Central Railroad S-51 #171 (2<sup>nd</sup>)  
 August 1934 sold to Lynn Sand & Gravel  
 AAT, ICR

3017 August 1898 0-6-0 19x26-51"  
 Illinois Central Railroad S-51 #172 (2<sup>nd</sup>)  
 June 1935 scrapped (ICR says May 1935)  
 AAT, ICR

3018 August 1898 0-6-0 19x26-51"  
 Illinois Central Railroad S-51 #173 (2<sup>nd</sup>)  
 August 1929 sold to Lynn Sand & Gravel Company  
 AAT, ICR

3019 August 1898 0-6-0 19x26-51"  
 Illinois Central Railroad S-51 #174 (2<sup>nd</sup>)  
 July 1935 scrapped  
 AAT, ICR

3020 August 1898 0-6-0 19x26-51"  
 Illinois Central Railroad S-51 #175 (2<sup>nd</sup>)  
 April 1937 sold to Central Sand & Gravel Company  
 AAT, ICR

3021 August 1898 2-8-0 21x26-55"  
 Louisville & Nashville H-16 #885  
 April 1934 scrapped  
 AAT

3022 August 1898 2-8-0 21x26-55"  
 Louisville & Nashville H-16 #886  
 September 1933 scrapped  
 AAT

3023 August 1898 2-8-0 21x26-55"  
 Louisville & Nashville H-16 #887  
 September 1933 scrapped  
 AAT

3024 1898 2-8-0 21x26-55"  
 Louisville & Nashville H-16 #888  
 January 1930 scrapped  
 AAT

3025 1898 2-8-0 21x26-55"  
Louisville & Nashville H-16 #889  
August 1933 scrapped  
AAT

3026 1898 2-8-0 21x26-55"  
Louisville & Nashville H-16 #890  
September 1933 scrapped  
AAT

3027 1898 2-8-0 21x26-55"  
Louisville & Nashville H-16 #891  
April 1928 scrapped  
AAT

3028 1898 2-8-0 21x26-55"  
Louisville & Nashville H-16 #892  
September 1933 scrapped  
AAT

3029 1898 2-8-0 21x26-55"  
Louisville & Nashville H-16 #893  
September 1933 scrapped  
AAT

3030 1898 2-8-0 21x26-55"  
Louisville & Nashville H-16 #894  
September 1933 scrapped  
AAT

3031 1898 2-8-0 21x26-55"  
Louisville & Nashville H-16 #895  
September 1933 scrapped  
AAT

3032 September 1898 2-8-0 21x26-55"  
Louisville & Nashville H-16 #896  
February 1929 scrapped  
AAT

3033 September 1898 2-8-0 21x26-55"  
Louisville & Nashville H-16 #897  
September 1933 scrapped  
AAT

3034 September 1898 2-8-0 21x26-55"  
Louisville & Nashville H-16 #898  
July 1933 scrapped  
AAT

3035 September 1898 2-8-0 21x26-55"  
Louisville & Nashville H-16 #899  
September 1933 scrapped  
AAT

3036 September 1898 2-8-0 3' gauge 17x20-44"  
American Railroad & Lumber Company #1; Mexico  
sold to El Oro Mining & Railway #1; Mexico  
AAT

3037 September 1898 2-8-0 3' gauge 17x20-44"  
American Railroad & Lumber Company #2; Mexico  
sold to El Oro Mining & Railway #2; Mexico  
AAT

3038 September 1898 4-6-0 20x28-62"  
Illinois Central Railroad #10 (5<sup>th</sup>)  
June 1935 retired from service  
boiler to #55  
AAT, ICR

3039 September 1898 4-6-0 20x28-62"  
Illinois Central Railroad #11 (4<sup>th</sup>)  
1921-1924 retired from service  
AAT, ICR

3040 September 1898 4-6-0 20x28-62"  
Illinois Central Railroad #12 (5<sup>th</sup>)  
1921-1924 retired from service  
AAT, ICR

3041 September 1898 4-6-0 20x28-63"  
Illinois Central Railroad #13 (4<sup>th</sup>)  
00/1921 sold to N de M #849  
(never paid for by N de M)  
July 1957 retired from service  
AAT, ICR

3042 September 1898 4-6-0 20x28-62"

Illinois Central Railroad #14 (4<sup>th</sup>)  
00/1921 sold to N de M #850  
(never paid for by N de M)  
August 1853 retired from service  
AAT, ICR

3043 September 1898 4-6-0 20x28-62"

Illinois Central Railroad #15 (4<sup>th</sup>)  
00/1921 sold to N de M #851  
(never paid for by N de M)  
by 1946 off roster  
AAT, ICR

3044 September 1898 4-6-0 20x28-62"

Illinois Central Railroad #16 (4<sup>th</sup>)  
00/1921 sold to N de M #852  
(never paid for by N de M)  
December 1960 retired from service  
AAT, ICR

3045 September 1898 4-8-0 19x32-55"

Eastern Railway of Minnesota #312  
1899 to Eastern Railway of Minnesota #712  
May 1902 sold to Great Northern Railway G-2 #712 (1<sup>st</sup>)  
December 1930 retired from service  
1932 scrapped  
AAT, KJB

3046 September 1898 4-8-0 19x32-55"

Eastern Railway of Minnesota #313  
1899 to Eastern Railway of Minnesota #713  
May 1902 sold to Great Northern Railway G-2 #713 (1<sup>st</sup>)  
November 1930 retired from service  
1932 scrapped  
AAT, KJB

3047 September 1898 4-8-0 19x32-55"

Eastern Railway of Minnesota #314  
1899 to Eastern Railway of Minnesota #714  
May 1902 sold to Great Northern Railway G-2 #714 (1<sup>st</sup>)  
May 1928 scrapped  
AAT, KJB

3048 September 1898 4-8-0 19x32-55"

Eastern Railway of Minnesota #315  
1899 to Eastern Railway of Minnesota #715  
May 1902 sold to Great Northern Railway G-2 #715 (1<sup>st</sup>)  
May 1939 scrapped  
AAT, KJB

3049 October 1898 4-8-0 19x32-55"

Eastern Railway of Minnesota #316  
1899 to Eastern Railway of Minnesota #716  
May 1902 sold to Great Northern Railway G-2 #716 (1<sup>st</sup>)  
November 1929 retired from service  
1932 scrapped  
AAT, KJB

3050 October 1898 4-8-0 19x32-55"

Eastern Railway of Minnesota #317  
1899 to Eastern Railway of Minnesota #717  
May 1902 sold to Great Northern Railway G-2 #717 (1<sup>st</sup>)  
December 1930 retired from service  
1932 scrapped  
AAT, KJB

3051 October 1898 4-8-0 19x32-55"

Eastern Railway of Minnesota #318  
1899 to Eastern Railway of Minnesota #718  
May 1902 sold to Great Northern Railway G-2 #718 (1<sup>st</sup>)  
December 1938 scrapped  
AAT, KJB

3052 October 1898 4-8-0 19x32-55"

Eastern Railway of Minnesota #319  
1899 to Eastern Railway of Minnesota #719  
May 1902 sold to Great Northern Railway G-2 #719 (1<sup>st</sup>)  
June 1930 retired from service  
1932 scrapped  
AAT, KJB

3053 October 1898 4-4-0 18x24-62"

Pecos Valley & Northeastern #11  
July 1907 sold to Eastern Railway of New Mexico #11  
January 1912 sold to Atchison, Topeka & Santa Fe 0242 class #0246  
December 1921 scrapped  
AAT



3054 October 1898 4-4-0 18x24-62”  
Pecos Valley & Northeastern #12  
July 1907 sold to Eastern Railway of New Mexico #12  
January 1912 sold to Atchison, Topeka & Santa Fe 0242 class #0247  
December 1922 scrapped  
AAT

3055 October 1898 0-6-0 19x28-49”  
Montana Central #9 (2<sup>nd</sup>)  
1899 sold to Great Northern Railway A-10 #85 (2<sup>nd</sup>)  
1905 to Great Northern Railway A-10 #95 (2<sup>nd</sup>)  
1939 scrapped  
AAT, KJB

3056 October 1898 0-6-0 19x28-49”  
Montana Central #27  
1899 sold to Great Northern Railway A-10 #86 (2<sup>nd</sup>)  
1905 to Great Northern Railway A-10 #96 (2<sup>nd</sup>)  
1937 scrapped  
AAT, KJB

3057 October 1898 0-6-0 19x28-49”  
Montana Central #28  
1899 sold to Great Northern Railway A-10 #87 (2<sup>nd</sup>)  
1905 to Great Northern Railway A-10 #97 (2<sup>nd</sup>)  
1937 scrapped  
AAT, KJB

3058 October 1898 0-6-0T 3'6” gauge 15x22-52”  
Nanwa Railway #9; Japan  
AAT

3059 October 1898 0-6-0T 3'6” gauge 15x22-52”  
Nanwa Railway #10; Japan  
AAT

3060 October 1898 0-6-0T 3'6” gauge 15x22-52”  
Nanwa Railway #11; Japan  
AAT

3061 October 1898 0-6-0T 3'6” gauge 15x22-52”  
Nanwa Railway #12; Japan  
AAT

3062 October 1898 2-8-0 20x24-51”  
Union Pacific #1312 (2<sup>nd</sup>)  
December 1926 to Union Pacific #111  
AAT

3063 October 1898 2-8-0 20x24-51”  
Union Pacific #1313 (2<sup>nd</sup>)  
1915 to Union Pacific #112  
AAT

3064 October 1898 2-8-0 20x24-51”  
Union Pacific #1314 (2<sup>nd</sup>)  
1915 to Union Pacific #113  
1949 scrapped  
AAT

3065 October 1898 2-8-0 20x24-51”  
Union Pacific #1315 (2<sup>nd</sup>)  
1915 to Union Pacific #114  
AAT

3066 October 1898 2-8-0 20x24-51” Order B60  
Union Pacific #1316 (2<sup>nd</sup>)  
1915 to Union Pacific #115  
1926 sold to Kansas City, Mexico & Orient #115  
sold to Chihuahua al Pacifico #115  
AAT

3067 October 1898 2-8-0 20x24-51”  
Union Pacific #1317 (2<sup>nd</sup>)  
1915 to Union Pacific #116  
AAT

3068 October 1898 2-8-0 20x24-51”  
Union Pacific #1318 (2<sup>nd</sup>)  
1915 to Union Pacific #117  
1949 scrapped  
AAT

3069 October 1898 2-8-0 20x24-51”  
Union Pacific #1319 (2<sup>nd</sup>)  
1915 to Union Pacific #118  
AAT

3070 October 1898 4-4-0 18x24-62”  
 Pecos Valley & Northeastern #14  
 July 1907 sold to Eastern Railway of New Mexico #14  
 January 1912 sold to Atchison, Topeka & Santa Fe 0242 class #0248  
 January 1921 scrapped  
 AAT

3071 October 1898 4-4-0 18x24-62”  
 Pecos Valley & Northeastern #17  
 July 1907 sold to Eastern Railway of New Mexico 317  
 January 1912 sold to Atchison, Topeka & Santa Fe 0242 class #0249  
 January 1921 scrapped  
 AAT

3072 October 1898 4-6-0 19x24-56”  
 Prescott & Eastern (Santa Fe, Prescott & Phoenix) #12  
 February 1911 sold to Atchison, Topeka & Santa Fe 2421 class #2431  
 April 1922 scrapped  
 AAT

3073 October 1898 4-6-0 19x24-56”  
 Prescott & Eastern #11  
 February 1911 sold to Atchison, Topeka & Santa Fe 2421 class #2432  
 October 1927 scrapped  
 AAT

3074 October 1898 4-6-0 19x24-56”  
 Prescott & Eastern #10 (2<sup>nd</sup>)  
 February 1911 sold to Atchison, Topeka & Santa Fe 2421 class #2430  
 January 1922 scrapped  
 AAT

3075 November 1898 2-8-0 19x30-55”  
 Oregon Railroad & Navigation #200 (1<sup>st</sup>)  
 December 1899 sold to Snake River Valley #200; Wallula, Washington  
 December 1910 sold to Oregon Railway & Navigation #240  
 1912 to Oregon Railway & Navigation #327  
 1915 sold to Union Pacific #707  
 AAT

3076 November 1898 2-8-0 19x30-55”  
 Oregon Railroad & Navigation #201 (1<sup>st</sup>)  
 December 1899 sold to Snake River Valley #201; Wallula, Washington  
 December 1910 sold to Oregon Railway & Navigation #241  
 1912 to Oregon Railway & Navigation #328  
 1915 sold to Union Pacific #708  
 AAT

3077 November 1898 2-8-0 19x30-55”  
 Oregon Railroad & Navigation #202 (1<sup>st</sup>)  
 December 1899 sold to Snake River Valley #202; Wallula, Washington  
 December 1910 sold to Oregon Railway & Navigation #242  
 1912 to Oregon Railway & Navigation #329  
 1915 sold to Union Pacific #709  
 AAT

3078 November 1898 4-8-0 20x26-55”  
 Buffalo, Rochester & Pittsburgh S-2 #200  
 1919 sold to Southern Iron & Equipment Company #1472  
 February 23, 1920 sold to Fort Smith & Western #35  
 November 1936 scrapped  
 AAT

3079 November 1898 4-8-0 20x26-55”  
 Buffalo, Rochester & Pittsburgh S-2 #201  
 rebuilt  
 2-8-0  
 Buffalo, Rochester & Pittsburgh S-2r #201  
 1919 sold to Southern Iron & Equipment Company #1474  
 April 17, 1920 sold to National de Mexico #5  
 to National de Mexico #5B  
 1930 retired from service  
 AAT

3080 November 1898 4-8-0 20x26-55”  
 Buffalo, Rochester & Pittsburgh S-2 #202  
 1921 sold to Southern Iron & Equipment Company #1678  
 July 11, 1923 sold to Gainesville Midland #105  
 June 1928 sold to Southern Iron & Equipment Company #2229  
 scrapped  
 AAT

3081 November 1898 4-8-0 20x26-55"

Buffalo, Rochester & Pittsburgh S-2 #203  
rebuilt

2-8-0

Buffalo, Rochester & Pittsburgh S-2r #203

1919 sold to Cumberland & Manchester #53

1923 sold to Cincinnati, Indianapolis & Western #315

to Cincinnati, Indianapolis & Western #321

May 1927 sold to Baltimore & Ohio E-42 #435 (3<sup>rd</sup>)

December 1928 retired from service

AAT

3082 November 1898 4-8-0 20x26-55"

Buffalo, Rochester & Pittsburgh S-2 #204  
rebuilt

2-8-0

Buffalo, Rochester & Pittsburgh S-2r #204

May 1920 sold to Southern Iron & Equipment Company #1590

June 25, 1920 sold to Cia. De Tlahualilo #2

AAT

3083 November 1898 4-8-0 20x26-55"

Buffalo, Rochester & Pittsburgh S-2 #205  
rebuilt

2-8-0

Buffalo, Rochester & Pittsburgh S-2r #205

May 1920 sold to Southern Iron & Equipment Company #1589

September 20, 1920 sold to Anglo American Petroleum Company #2126;  
Mexico

1926 sold to Petroleos Mexicanos #2126; Mexico

AAT

3084 November 1898 4-8-0 20x26-55"

Buffalo, Rochester & Pittsburgh S-2 #206  
rebuilt

2-8-0

Buffalo, Rochester & Pittsburgh S-2r #206

1913 sold to Genessee & Wyoming #11

post-June 1917 scrapped

AAT

3085 November 1898 4-8-0 20x26-55"

Buffalo, Rochester & Pittsburgh S-2 #207

1919 sold to Southern Iron & Equipment Company #1473

January 20, 1920 sold to Toledo, Angola & Western #20

AAT

3086 November 1898 4-8-0 20x26-55"

Buffalo, Rochester & Pittsburgh S-2 #208

rebuilt

2-8-0 18x24-55"

Buffalo, Rochester & Pittsburgh S-2r #208

April 1920 sold to Southern Iron & Equipment Company #1575

April 17, 1920 sold to Anglo Mexican Petroleum #2145; Mexico

sold to National de Mexico #2145A

to National de Mexico #2852

AAT

3087 November 1898 4-8-0 20x26-55"

Buffalo, Rochester & Pittsburgh S-2 #209

rebuilt

2-8-0

Buffalo, Rochester & Pittsburgh S-2r #209

1921 sold to Southern Iron & Equipment Company #1698

May 10, 1923 sold to National de Mexico #6

to National de Mexico #6A

1927 retired from service

possibly sold to Southern Iron & Equipment (said to be there in 1938)

AAT

3088 November 1898 4-8-0 20x26-55"

Buffalo, Rochester & Pittsburgh S-2 #136 (2<sup>nd</sup>)

rebuilt

2-8-0

Buffalo, Rochester & Pittsburgh S-2r #136

1918 sold to Southern Iron & Equipment Company #1274

September 24, 1918 sold to Susquehanna & New York #109 (3<sup>rd</sup>); West

Williamsport, New York

AAT

3089 November 1898 0-6-0 18x24-50"

Saint Louis National Stockyards #4

May 1919 sold to East Saint Louis Junction #4

AAT

3090 December 1898 2-6-0 19x26-57"  
Allegheny & Kinzua (not delivered)  
diverted to Flint & Pere Marquette #101  
rebuilt  
18x30-57"  
January 1900 sold to Pere Marquette #210 (1<sup>st</sup>)  
1902 to Pere Marquette M-1 #223  
December 1937 scrapped  
AAT

3091 December 1898 2-6-0 19x26-57"  
Allegheny & Kinzua (not delivered)  
diverted to Flint & Pere Marquette #102  
to Flint & Pere Marquette #211  
rebuilt  
18x30-57"  
January 1900 sold to Pere Marquette #211 (1<sup>st</sup>)  
1902 to Pere Marquette M-1 #224  
March 1934 scrapped  
AAT

3092 December 1898 2-6-0 19x26-57"  
Allegheny & Kinzua (not delivered)  
diverted to Flint & Pere Marquette #103  
to Flint & Pere Marquette #212  
rebuilt  
18x30-57"  
January 1900 sold to Pere Marquette #212 (1<sup>st</sup>)  
1902 to Pere Marquette M-1 #225  
February 1914 sold to Droney  
February 1914 sold to Escanaba & Lake Superior #4  
August 1915 sold to Helena Land & Lumber  
AAT

3093 December 1898 2-6-0 19x26-57"  
Allegheny & Kinzua (not delivered)  
diverted to Flint & Pere Marquette #104  
to Flint & Pere Marquette #213  
rebuilt  
18x30-57"  
January 1900 sold to Pere Marquette #213 (1<sup>st</sup>)  
1902 to Pere Marquette M-1 #226  
December 1929 scrapped  
AAT

3094 December 1898 2-6-0 19x26-57"  
Allegheny & Kinzua (not delivered)  
diverted to Flint & Pere Marquette #105  
to Flint & Pere Marquette #214  
rebuilt  
18x30"  
January 1900 sold to Pere Marquette #214 (1<sup>st</sup>)  
1902 to Pere Marquette M-1 #227  
February 1934 scrapped  
AAT

3095 December 1898 4-8-0 20x26-55"  
Buffalo, Rochester & Pittsburgh S-2 #137 (2<sup>nd</sup>)  
May 1920 sold to Southern Iron & Equipment Company #1586  
May 4, 1921 sold to Beaumont Export & Import; Beaumont, Texas  
circa 1921 sold to National de Mexico #2145A  
1930 to National de Mexico #2852  
November 1931 retired from service  
AAT

3096 December 1898 4-8-0 20x26-55"  
Buffalo, Rochester & Pittsburgh S-2 #147 (2<sup>nd</sup>)  
May 1920 sold to Southern Iron & Equipment Company #1587  
December 14, 1922 sold to Wichita Falls, Ranger & Fort Worth #201  
AAT

3097 December 1898 4-8-0 20x26-55"  
Buffalo, Rochester & Pittsburgh S-2 #148 (2<sup>nd</sup>)  
June 1920 sold to Southern Iron & Equipment Company #1588  
June 11, 1920 sold to Ashley Drew & Northern #115; Crossett, Arkansas  
AAT

3098 December 1898 4-8-0 20x26-55"  
 Buffalo, Rochester & Pittsburgh S-2 #149 (2<sup>nd</sup>)  
 rebuilt  
 2-8-0  
 Buffalo, Rochester & Pittsburgh S-2r #149  
 December 1922 sold to Southern Iron & Equipment Company #1775  
 July 8, 1924 sold to Helena Southwestern #202; West Helena, Arkansas  
 December 1927 in service  
 AAT

3099 December 1898 4-4-0 17x24-62"  
 Pecos Valley & Northeastern #15  
 July 1907 sold to Eastern Railway of New Mexico #15  
 January 1912 sold to Atchison, Topeka & Santa Fe 0238 class #0238  
 November 1914 scrapped  
 AAT

3100 December 1898 4-4-0 17x24-62"  
 Pecos Valley & Northeastern #16  
 July 1907 sold to Eastern Railway of New Mexico #16  
 January 1912 sold to Atchison, Topeka & Santa Fe 0239 class #0239  
 September 1913 sold to Leavenworth & Topeka #1  
 (railroad abandoned in 1931)  
 AAT

3101 December 1898 2-8-0 21x28-51"  
 Long Island Rail Road H-51 #151  
 March 1928 scrapped  
 AAT

3102 December 1898 2-8-0 21x28-51"  
 Long Island Rail Road H-51 #152  
 May 1928 scrapped  
 AAT

3103 January 1899 2-8-0 21x28-51"  
 Long Island Rail Road H-51 #153  
 September 1928 scrapped  
 AAT

3104 December 1898 4-6-0 18x26-56"  
 Buffalo, Rochester & Pittsburgh T-2 #190  
 rebuilt  
 Southern valve gear  
 Buffalo, Rochester & Pittsburgh T-2r #190  
 April 1923 sold to Southern Iron & Equipment Company #1814  
 May 10, 1923 sold to Kirby Lumber Company #101  
 1952 scrapped  
 AAT

3105 December 1898 4-6-0 18x26-56"  
 Buffalo, Rochester & Pittsburgh T-2 #191  
 April 1908 wrecked  
 rebuilt  
 Walschaerts valve gear, 19" bore  
 April 1923 sold to Southern Iron & Equipment Company #1816  
 May 29, 1923 sold to Donahoo Construction Company #5; Jacksonville,  
 Florida  
 1926 repossessed  
 Southern Iron & Equipment Company #2135  
 presumed scrapped (no record of resale)  
 AAT

3106 December 1898 4-6-0 18x26-56"  
 Buffalo, Rochester & Pittsburgh T-2 #192  
 rebuilt  
 Walschaerts valve gear  
 1920 sold to Southern Iron & Equipment Company #1572  
 April 17, 1920 sold to National de Mexico #16  
 to National de Mexico #16A  
 1930 to National de Mexico #738  
 by 1946 off roster  
 AAT

3107 December 1898 4-6-0 18x26-56"  
 Buffalo, Rochester & Pittsburgh T-2 #193  
 rebuilt  
 Southern valve gear  
 Buffalo, Rochester & Pittsburgh T-2r #193  
 April 1923 sold to Southern Iron & Equipment Company #1815  
 1950 scrapped by SI&E  
 AAT

3108 December 1898 4-6-0 18x26-69”  
Buffalo, Rochester & Pittsburgh T-2 #194  
February 1920 sold to Southern Iron & Equipment Company #2561  
rebuilt  
56” drivers  
1923 sold to Delaware & Northern #8  
AAT

3109 January 1899 0-6-0 19x26-52”  
Lake Shore & Michigan Southern #1  
1901 to Lake Shore & Michigan Southern W #350  
1905 sold to New York Central (Lake Shore & Michigan Southern) B-53  
#4350 (1<sup>st</sup>)  
rebuilt  
0-6-0T  
November 1923 scrapped  
AAT, BAX

3110 January 1899 0-6-0 19x26-52”  
Lake Shore & Michigan Southern #83  
1901 to Lake Shore & Michigan Southern W #351  
1905 sold to New York Central (Lake Shore & Michigan Southern) B-53  
#4351 (1<sup>st</sup>)  
May 1919 sold to Ohio Quarries Company  
AAT, BAX

3111 January 1899 0-6-0 19x26-52”  
Lake Shore & Michigan Southern #104  
1901 to Lake Shore & Michigan Southern W #352  
1905 sold to New York Central (Lake Shore & Michigan Southern) B-53  
#4352 (1<sup>st</sup>)  
January 1924 scrapped  
AAT, BAX

3112 January 1899 0-6-0 19x26-52”  
Lake Shore & Michigan Southern #115  
1901 to Lake Shore & Michigan Southern W #353  
1905 sold to New York Central (Lake Shore & Michigan Southern) B-53  
#4353 (1<sup>st</sup>)  
October 1919 sold to General Equipment Company  
1919 sold to Valley Mould & Iron Company  
AAT, BAX

3113 January 1899 0-6-0 19x26-52”  
Lake Shore & Michigan Southern #138  
1901 to Lake Shore & Michigan Southern W #354  
1905 sold to New York Central (Lake Shore & Michigan Southern) B-53  
#4354 (1<sup>st</sup>)  
May 1920 sold to Wickwire Spencer Steel Company  
AAT, BAX

3114 January 1899 0-6-0 19x26-52”  
Lake Shore & Michigan Southern #147  
1901 to Lake Shore & Michigan Southern W #355  
1905 sold to New York Central (Lake Shore & Michigan Southern) B-53  
#4355 (1<sup>st</sup>)  
December 1922 scrapped  
AAT, BAX

3115 January 1899 0-6-0 19x26-52”  
Lake Shore & Michigan Southern #165  
1901 to Lake Shore & Michigan Southern W #356  
1905 sold to New York Central (Lake Shore & Michigan Southern) B-53  
#4356 (1<sup>st</sup>)  
April 1919 sold to Ohio Quarries Company  
AAT, BAX

3116 January 1899 0-6-0 19x26-52”  
Lake Shore & Michigan Southern #215  
1901 to Lake Shore & Michigan Southern W #357  
1905 sold to New York Central (Lake Shore & Michigan Southern) B-53  
#4357 (1<sup>st</sup>)  
September 1920 sold to General Equipment Company  
1920 sold to Otis Steel Company #6  
AAT, BAX

3117 January 1899 0-6-0 19x26-52”  
Lake Shore & Michigan Southern #250  
1901 to Lake Shore & Michigan Southern W #358  
1905 sold to New York Central (Lake Shore & Michigan Southern) B-53  
#4358 (1<sup>st</sup>)  
November 1923 scrapped  
AAT, BAX

3118 January 1899 0-6-0 19x26-52"

Lake Shore & Michigan Southern #252

1901 to Lake Shore & Michigan Southern W #359

1905 sold to New York Central (Lake Shore & Michigan Southern) B-53  
#4359 (1<sup>st</sup>)

October 1922 scrapped

AAT, BAX

3119 January 1899 0-6-0 19x26-52"

Lake Shore & Michigan Southern #253

1901 to Lake Shore & Michigan Southern W #360

1905 sold to New York Central (Lake Shore & Michigan Southern) B-53  
#4360 (1<sup>st</sup>)

November 1919 sold to General Equipment Company

AAT, BAX

3120 January 1899 0-6-0 19x26-52"

Lake Shore & Michigan Southern #268

1901 to Lake Shore & Michigan Southern W #361

1905 sold to New York Central (Lake Shore & Michigan Southern) B-53  
#4361 (1<sup>st</sup>)

October 1922 scrapped

AAT, BAX

3121 January 1899 0-6-0 19x26-52"

Lake Shore & Michigan Southern #273

1901 to Lake Shore & Michigan Southern W #362

1905 sold to New York Central (Lake Shore & Michigan Southern) B-53  
#4362 (1<sup>st</sup>)

June 1922 sold to Empire Car Company

August 1922 scrapped

AAT, BAX

3122 January 1899 0-6-0 19x26-52"

Lake Shore & Michigan Southern W #288

1905 sold to New York Central (Lake Shore & Michigan Southern) B-53  
#4363 (1<sup>st</sup>)

December 1922 scrapped

AAT, BAX

3123 January 1899 0-6-0 19x26-52"

Lake Shore & Michigan Southern #294

1901 to Lake Shore & Michigan Southern W #364

1905 sold to New York Central (Lake Shore & Michigan Southern) B-53  
#4364 (1<sup>st</sup>)

August 1919 sold to Western Equipment Company

AAT, BAX

3124 January 1899 2-8-0 20½x28-57"

Lake Shore & Michigan Southern #296

1901 to Lake Shore & Michigan Southern A #301

1903 sold to Lake Erie & Western A #301

1905 sold to New York Central (Lake Erie & Western) G-41 #5501 (1<sup>st</sup>)

October 1919 rebuilt

April 1924 sold to New York, Chicago & Saint Louis G-41 #400 (2<sup>nd</sup>)

March 1933 retired from service

AAT, BAX

3125 January 1899 2-8-0 20½x28-57"

Lake Shore & Michigan Southern #297

1901 to Lake Shore & Michigan Southern A #303

1903 sold to Lake Erie & Western A #303

1905 sold to New York Central (Lake Erie & Western) G-41 #5503 (1<sup>st</sup>)

September 1918 rebuilt

1924 sold to New York, Chicago & Saint Louis G-41 #402 (2<sup>nd</sup>)

March 1933 retired from service

AAT, BAX

3126 January 1899 2-8-0 20½x28-57"

Lake Shore & Michigan Southern #299

1901 to Lake Shore & Michigan Southern A #306

1903 sold to Lake Erie & Western A #306

1905 sold to New York Central (Lake Erie & Western) G-41 #5506 (1<sup>st</sup>)

November 1920 rebuilt

1924 sold to New York, Chicago & Saint Louis G-41 #404

March 1933 retired from service

AAT

3127 January 1899 2-8-0 20½x28-57”

Lake Shore & Michigan Southern A #300

1903 sold to Lake Erie & Western A #300

1905 sold to New York Central (Lake Erie & Western) G-41 #5500 (1<sup>st</sup>)

September 1921 scrapped

AAT

3128 January 1899 2-8-0 20½x28-57”

Lake Shore & Michigan Southern A #302

1903 sold to Lake Erie & Western A #302

1905 sold to New York Central (Lake Erie & Western) G-41 #5502 (1<sup>st</sup>)

October 1920 rebuilt

April 1924 sold to New York, Chicago & Saint Louis G-41 #401 (2<sup>nd</sup>)

March 1933 retired from service

AAT, BAX

3129 January 1899 2-8-0 20½x28-57”

Lake Shore & Michigan Southern A #304

1903 sold to Lake Erie & Western A #304

1905 to New York Central (Lake Erie & Western) G-41 #5504 (1<sup>st</sup>)

September 1918 rebuilt

June 1922 scrapped

AAT, BAX

3130 January 1899 2-8-0 20½x28-57”

Lake Shore & Michigan Southern A #305

1903 sold to Lake Erie & Western A #305

1905 sold to New York Central (Lake Erie & Western) G-41 #5505 (1<sup>st</sup>)

January 1919 rebuilt

April 1924 sold to New York, Chicago & Saint Louis G-41 #403 (2<sup>nd</sup>)

March 1933 retired from service

AAT, BAX

3131 February 1899 2-8-0 20½x28-57”

Lake Shore & Michigan Southern A #309

1903 sold to Lake Erie & Western A #309

1905 sold to New York Central G-41 #5509

September 1918 rebuilt

April 1924 sold to New York, Chicago & Saint Louis G-41 #405 (2<sup>nd</sup>)

March 1933 retired from service

AAT

3132 February 1899 2-8-0 20½x28-57”

Lake Shore & Michigan Southern A #310

1903 sold to Lake Erie & Western A #310

1905 sold to New York Central G-41 #5510

October 1918 rebuilt

April 1924 sold to New York, Chicago & Saint Louis G-41 #406 (2<sup>nd</sup>)

March 1933 retired from service

AAT

3133 February 1899 2-8-0 20½x28-57”

Lake Shore & Michigan Southern A #311

1903 sold to Lake Erie & Western A #311

1905 sold to New York Central G-41 #5511

November 1918 rebuilt

1924 sold to New York, Chicago & Saint Louis G-41 #407 (2<sup>nd</sup>)

March 1934 scrapped

AAT

3134 February 1899 2-8-0 20½x28-57”

Lake Shore & Michigan Southern A #313

1903 sold to Lake Erie & Western A #313

1905 sold to New York Central G-41 #5513

May 1918 rebuilt

April 1924 sold to New York, Chicago & Saint Louis G-41 #408 (2<sup>nd</sup>)

November 1947 scrapped

AAT

3135 February 1899 2-8-0 20½x28-56”

Lake Shore & Michigan Southern #316

1901 to Lake Shore & Michigan Southern A #307

1903 sold to Lake Erie & Western A #307

1905 sold to New York Central G-41 #5507

June 1922 scrapped

AAT

3136 February 1899 2-8-0 20½x28-57”

Lake Shore & Michigan Southern #318

1901 to Lake Shore & Michigan Southern A #308

1903 sold to Lake Erie & Western A #308

1905 sold to New York Central G-41 #5508

September 1921 scrapped

AAT



- 3137 February 1899 2-8-0 20½x28-57”  
 Lake Shore & Michigan Southern #321  
 1901 to Lake Shore & Michigan Southern A #312  
 1901 sold to Lake Erie & Western A #312  
 1905 sold to New York Central G-41 #5512  
 June 1922 scrapped  
 AAT
- 3138 February 1899 2-8-0 20½x28-57”  
 Lake Shore & Michigan Southern #322  
 1901 to Lake Shore & Michigan Southern A #314  
 1903 sold to Lake Erie & Western A #314  
 1905 sold to New York Central G-41 #5514  
 May 1919 rebuilt  
 April 1924 sold to New York, Chicago & Saint Louis G-41 #409  
 December 1934 scrapped  
 AAT
- 3139 February 1899 4-6-0 19½x30-63”  
 Lake Shore & Michigan Southern #331  
 1901 to Lake Shore & Michigan Southern H #345 (3<sup>rd</sup>)  
 1905 sold to New York Central F-50 #5045  
 December 1915 scrapped  
 AAT
- 3140 February 1899 4-6-0 19½x30-63”  
 Lake Shore & Michigan Southern H #335  
 1905 sold to New York Central (Lake Shore & Michigan Southern) F-50  
 #5050 (1<sup>st</sup>)  
 January 1916 sold to Coshocton, Otsego & Eastern #3  
 January 1917 sold to Wheeling & Lake Erie G-5 #270  
 1919 to Wheeling & Lake Erie G-5 #2751  
 August 1931 retired from service  
 December 1931 scrapped  
 AAT, BAX
- 3141 February 1899 4-6-0 19½x30-63”  
 Lake Shore & Michigan Southern H #336  
 1905 sold to New York Central (Lake Shore & Michigan Southern) F-50  
 #5051 (1<sup>st</sup>)  
 December 1915 scrapped  
 AAT, BAX
- 3142 February 1899 4-6-0 19½x30-63”  
 Lake Shore & Michigan Southern H #337  
 1905 sold to New York Central (Lake Shore & Michigan Southern) F-50  
 #5052 (1<sup>st</sup>)  
 December 1915 scrapped  
 AAT, BAX
- 3143 February 1899 4-6-0 19½x30-63”  
 Lake Shore & Michigan Southern H #338  
 1905 sold to New York Central (Lake Shore & Michigan Southern) F-50  
 #5053 (1<sup>st</sup>)  
 December 1915 scrapped  
 AAT, BAX
- 3144 February 1899 4-6-0 19½x30-63”  
 Lake Shore & Michigan Southern H #339  
 1905 sold to New York Central (Lake Shore & Michigan Southern) F-50  
 #5054 (1<sup>st</sup>)  
 December 1915 scrapped  
 AAT, BAX
- 3145 February 1899 4-6-0 19½x30-63”  
 Lake Shore & Michigan Southern H #340  
 1905 sold to New York Central (Lake Shore & Michigan Southern) F-50  
 #5055 (1<sup>st</sup>)  
 December 1915 scrapped  
 AAT, BAX
- 3146 February 1899 4-6-0 19½x30-63”  
 Lake Shore & Michigan Southern H #341  
 1905 sold to New York Central (Lake Shore & Michigan Southern) F-50  
 #5056 (1<sup>st</sup>)  
 December 1915 scrapped  
 AAT, BAX
- 3147 February 1899 4-6-0 19½x30-62”  
 Lake Shore & Michigan Southern H #342  
 1905 sold to New York Central (Lake Shore & Michigan Southern) F-50  
 #5057 (1<sup>st</sup>)  
 December 1915 scrapped  
 AAT, BAX

3148 February 1899 4-6-0 19½x30-63”  
 Lake Shore & Michigan Southern H #343  
 1905 sold to New York Central (Lake Shore & Michigan Southern) F-50  
 #5058 (1<sup>st</sup>)  
 December 1915 scrapped  
 AAT, BAX

3149 February 1899 4-6-0 19½x30-63”  
 Lake Shore & Michigan Southern H #344  
 1905 sold to New York Central (Lake Shore & Michigan Southern) F-50  
 #5059 (1<sup>st</sup>)  
 December 1917 scrapped  
 AAT, BAX

3150 February 1899 4-6-0 19½x30-63”  
 Lake Shore & Michigan Southern H #346 (2<sup>nd</sup>)  
 1905 sold to New York Central (Lake Shore & Michigan Southern) F-50  
 #5046 (1<sup>st</sup>)  
 December 1915 scrapped  
 AAT, BAX

3151 February 1899 4-6-0 19½x30-63”  
 Lake Shore & Michigan Southern H #347 (2<sup>nd</sup>)  
 1905 sold to New York Central (Lake Shore & Michigan Southern) F-50  
 #5047 (1<sup>st</sup>)  
 December 1915 scrapped  
 AAT, BAX

3152 February 1899 4-6-0 19½x30-63”  
 Lake Shore & Michigan Southern H #348 (2<sup>nd</sup>)  
 1905 sold to New York Central (Lake Shore & Michigan Southern) F-50  
 #5048 (1<sup>st</sup>)  
 December 1915 scrapped  
 AAT, BAX

3153 February 1899 4-6-0 19½x30-63”  
 Lake Shore & Michigan Southern #351 (2<sup>nd</sup>)  
 1901 to Lake Shore & Michigan Southern H #349 (3<sup>rd</sup>)  
 1905 sold to New York Central (Lake Shore & Michigan Southern) F-50  
 #5049 (1<sup>st</sup>)  
 April 1916 sold to Lennane Brothers  
 AAT, BAX

3154 March 1899 4-6-0 20x26-63”  
 Wisconsin Central #231 (1<sup>st</sup>)  
 June 1909 sold to Minneapolis, Saint Paul & Sault Sainte Marie  
 (Wisconsin Central) E-22 #2629  
 December 1928 sold to Nekoosa Edwards Paper Company  
 AAT, WCA, WCZ

3155 March 1899 4-6-0 20x26-63”  
 Wisconsin Central #232 (1<sup>st</sup>)  
 June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin  
 Central) E-22 #2630  
 February 1947 dismantled  
 AAT, WCA, WCZ

3156 March 1899 4-6-0 20x26-63”  
 Wisconsin Central #233 (1<sup>st</sup>)  
 June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin  
 Central) E-22 #2631  
 December 1938 dismantled  
 AAT, WCA, WCZ

3157 March 1899 4-6-0 20x26-63”  
 Wisconsin Central #234 (1<sup>st</sup>)  
 June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin  
 Central) E-22 #2632  
 July 1948 dismantled  
 AAT, WCA, WCZ

3158 March 1899 4-6-0 20x26-63”  
 Wisconsin Central #235 (1<sup>st</sup>)  
 June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin  
 Central) E-22 #2633  
 March 1947 dismantled  
 AAT, WCA, WCZ

3159 March 1899 4-6-0 20x26-63”  
 Wisconsin Central #236 (1<sup>st</sup>)  
 June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin  
 Central) E-22 #2634  
 December 1928 sold to Nekoosa Edwards Paper Company  
 AAT, WCA, WCZ

3160 March 1899 4-6-0 20x26-63"  
 Wisconsin Central #237 (1<sup>st</sup>)  
 June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) E-22 #2635  
 December 1938 dismantled  
 AAT, WCA, WCZ

3161 March 1899 2-8-0 18x26-50"  
 Minneapolis, Saint Paul & Ashland #10  
 sold to Duluth & Northeastern #8  
 AAT

3162 March 1899 4-8-0 20x26-55"  
 Buffalo, Rochester & Pittsburgh S-2 #214  
 rebuilt  
 2-8-0  
 Buffalo, Rochester & Pittsburgh S-2r #214  
 June 1921 sold to Railway Industrial Company (dealer); Houston, Texas  
 June 1921 sold to Gulf & Ship Island #76  
 AAT

3163 March 1899 4-8-0 20x26-55"  
 Buffalo, Rochester & Pittsburgh S-2 #215  
 rebuilt  
 2-8-0  
 Buffalo, Rochester & Pittsburgh S-2r #215  
 1920 sold to Southern Iron & Equipment Company #1553  
 April 17, 1920 sold to National de Mexico #9  
 to National de Mexico #9A  
 1930 retired from service  
 AAT

3164 March 1899 4-8-0 20x26-55"  
 Buffalo, Rochester & Pittsburgh S-2 #216  
 rebuilt  
 2-8-0  
 Buffalo, Rochester & Pittsburgh S-2r #216  
 1920 sold to Southern Iron & Equipment Company #1574  
 April 17, 1920 sold to National de Mexico #8  
 to National de Mexico #8A  
 1930 retired from service  
 AAT

3165 March 1899 4-8-0 20x26-55"  
 Buffalo, Rochester & Pittsburgh S-2 #217  
 rebuilt  
 2-8-0  
 Buffalo, Rochester & Pittsburgh S-2r #217  
 1921 sold to Southern Iron & Equipment Company #1676  
 January 9, 1923 sold to Grand Prairie Gravel; Grand Prairie, Texas  
 AAT

3166 March 1899 4-8-0 20x26-55"  
 Buffalo, Rochester & Pittsburgh S-2 #218  
 rebuilt  
 2-8-0  
 Buffalo, Rochester & Pittsburgh S-2r #218  
 1920 sold to Southern Iron & Equipment Company #1554  
 April 17, 1920 sold to National de Mexico #10  
 to National de Mexico #10A  
 March 1926 retired from service  
 AAT

3167 March 1899 4-8-0 21x32-55"  
 Central Railroad of New Jersey #426  
 1903 to Central Railroad of New Jersey K-1 #441 (2<sup>nd</sup>)  
 rebuilt  
 20" bore  
 July 1937 scrapped  
 AAT

3168 March 1899 4-8-0 21x32-55"  
 Central Railroad of New Jersey #427  
 1903 to Central Railroad of New Jersey K-1 #442 (2<sup>nd</sup>)  
 rebuilt  
 20" bore  
 November 1940 scrapped  
 AAT

3169 March 1899 4-8-0 21x32-55"  
 Central Railroad of New Jersey #428  
 1903 to Central Railroad of New Jersey K-1 #443 (2<sup>nd</sup>)  
 rebuilt  
 20" bore  
 October 1937 scrapped  
 AAT

3170 March 1899 4-8-0 21x32-55"  
Central Railroad of New Jersey #429  
1903 to Central Railroad of New Jersey K-1 #444 (2<sup>nd</sup>)  
rebuilt  
20" bore  
March 1947 scrapped  
AAT

3171 March 1899 4-8-0 21x32-55"  
Central Railroad of New Jersey K-1 #430  
rebuilt  
20" bore  
June 1935 scrapped  
AAT

3172 March 1899 4-8-0 21x32-55"  
Central Railroad of New Jersey K-1 #431  
rebuilt  
20" bore  
April 1947 scrapped  
AAT

3173 April 1899 4-8-0 21x32-55"  
Central Railroad of New Jersey K-1 #432  
rebuilt  
20" bore  
May 1935 scrapped  
AAT

3174 April 1899 4-8-0 21x32-55"  
Central Railroad of New Jersey K-1 #433  
rebuilt  
20" bore  
August 1937 scrapped  
AAT

3175 April 1899 4-8-0 21x32-55"  
Central Railroad of New Jersey K-1 #434  
rebuilt  
20" bore  
June 1946 scrapped  
AAT

3176 April 1899 4-8-0 21x32-55"  
Central Railroad of New Jersey K-1 #435  
rebuilt  
20" bore  
March 1947 scrapped  
AAT

3177 April 1899 4-8-0 21x32-55"  
Central Railroad of New Jersey K-1 #436  
rebuilt  
20" bore  
November 1940 scrapped  
AAT

3178 April 1899 4-8-0 21x32-55"  
Central Railroad of New Jersey K-1 #437  
rebuilt  
20" bore  
April 1947 scrapped  
AAT

3179 April 1899 4-8-0 21x32-55"  
Central Railroad of New Jersey K-1 #438  
rebuilt  
20" bore  
July 1946 scrapped  
AAT

3180 April 1899 4-8-0 21x32-55"  
Central Railroad of New Jersey K-1 #439  
rebuilt  
20" bore  
November 1934 scrapped  
AAT

3181 April 1899 4-8-0 21x32-55"  
Central Railroad of New Jersey K-1 #440  
rebuilt  
20" bore  
April 1947 scrapped  
AAT

3182 April 1899 2-6-0 20x26-55”

Mexican Central #43 (3<sup>rd</sup>)

1902 to Mexican Central #120

1909 sold to National de Mexico D-13 #114

July 1924 retired from service

AAT

3183 April 1899 0-6-0 18x24-52”

Lake Erie & Western T-7 #1 (2<sup>nd</sup>)

1905 sold to New York Central (Lake Erie & Western) B-40 #4260 (1<sup>st</sup>)

April 1924 sold to New York, Chicago & Saint Louis B-40 #27 (4<sup>th</sup>)

September 1925 rebuilt

0-6-0T

August 1927 scrapped

AAT, BAX

3184 April 1899 0-6-0 18x24-52”

Lake Erie & Western T-7 #3 (2<sup>nd</sup>)

1905 sold to New York Central (Lake Erie & Western) B-40 #4262 (1<sup>st</sup>)

April 1924 sold to New York, Chicago & Saint Louis B-40 #29 (4<sup>th</sup>)

October 1925 retired from service

AAT, BAX

3185 April 1899 0-6-0 18x24-50”

Lake Erie & Western T-7 #4 (2<sup>nd</sup>)

1905 sold to New York Central (Lake Erie & Western) B-40 #4263 (1<sup>st</sup>)  
rebuilt

52” drivers

April 1924 sold to New York, Chicago & Saint Louis B-40 #30 (4<sup>th</sup>)

December 1930 retired from service

AAT, BAX

3186 April 1899 0-6-0 18x24-52”

Lake Erie & Western T-7 #6 (2<sup>nd</sup>)

1905 sold to New York Central (Lake Erie & Western) B-40 #4264 (1<sup>st</sup>)

April 1924 sold to New York, Chicago & Saint Louis B-40 #31 (4<sup>th</sup>)

October 1924 retired from service

AAT, BAX

3187 April 1899 0-6-0 18x24-52”

Lake Erie & Western T-7 #2

1900 to Lake Erie & Western T-7 #64 (2<sup>nd</sup>)

1905 sold to New York Central (Lake Erie & Western) B-40 #4261 (1<sup>st</sup>)

1924 sold to New York, Chicago & Saint Louis B-40 #28 (4<sup>th</sup>)

February 1934 scrapped

AAT, BAX

3188 April 1899 0-6-0 20x24-51”

Buffalo Creek Railroad #9; New York

June 1917 in service

AAT

3189 April 1899 2-8-0 22x28-54”

Pittsburg, Bessemer & Lake Erie #80

April 1901 sold to Bessemer & Lake Erie C-1c #80

1926 scrapped

AAT

3190 April 1899 2-8-0 22x28-54”

Pittsburg, Bessemer & Lake Erie #81

April 1901 sold to Bessemer & Lake Erie C-1c #81

1926 scrapped

AAT

3191 April 1899 4-8-0 21x26-54”

Chicago, Indianapolis & Louisville #205

1911 to Chicago, Indianapolis & Louisville E-1 #225

August 1926 rebuilt

Chicago, Indianapolis & Louisville E-1b #225

February 1947 scrapped

AAT

3192 April 1899 4-8-0 21x26-55”

Chicago, Indianapolis & Louisville #206

1911 to Chicago, Indianapolis & Louisville E-1 #226

October 1922 rebuilt

Chicago, Indianapolis & Louisville E-1b #226

May 1946 scrapped

AAT

3193 April 1899 4-8-0 21x26-55"  
Chicago, Indianapolis & Louisville #207  
1911 to Chicago, Indianapolis & Louisville E-1 #227  
April 1926 rebuilt  
Chicago, Indianapolis & Louisville E-1b #227  
October 1946 scrapped  
AAT

3194 May 1899 2-8-0 19x30-54"  
Saint Joseph & Grand Island #80  
to Saint Joseph & Grand Island #50  
1936 retired from service  
AAT

3195 May 1899 2-8-0 19x30-55"  
Saint Joseph & Grand Island #81  
to Saint Joseph & Grand Island #51  
1936 retired from service  
AAT

3196 May 1899 2-8-0 21x26-63"  
Denver & Rio Grande 170 class #720  
to Denver & Rio Grande T-28 class #170  
rebuilt  
20" bore  
August 1921 sold to Denver & Rio Grande Western T-28 #720  
December 1926 scrapped  
AAT

3197 May 1899 4-6-0 21x26-63"  
Denver & Rio Grande 170 class #721  
to Denver & Rio Grande T-28 #721  
rebuilt  
20" bore  
August 1921 sold to Denver & Rio Grande Western T-28 #721  
December 1926 scrapped  
AAT

3198 May 1899 4-6-0 21x26-63"  
Denver & Rio Grande 170 class #722  
to Denver & Rio Grande T-28 #170  
rebuilt  
20" bore  
August 1921 sold to Denver & Rio Grande Western T-28 #722  
December 1926 scrapped  
Aat

3199 May 1899 4-6-0 21x26-63"  
Denver & Rio Grande 170 class #723  
to Denver & Rio Grande T-28 #723  
rebuilt  
20" bore  
August 1921 sold to Denver & Rio Grande Western T-28 #723  
December 1926 scrapped  
AAT

3200 May 1899 4-6-0 21x26-63"  
Denver & Rio Grande 170 class #724  
to Denver & Rio Grande T-28 #724  
rebuilt  
20" bore  
August 1921 sold to Denver & Rio Grande Western T-28 #724  
December 1927 scrapped  
AAT

3201 May 1899 4-6-0 21x26-63"  
Denver & Rio Grande 170 class #725  
to Denver & Rio Grande T-28 #725  
rebuilt  
20" bore  
August 1921 sold to Denver & Rio Grande Western T-28 #725  
December 1927 scrapped  
AAT

3202 May 1899 4-6-0 21x26-63"  
Denver & Rio Grande 170 class #726  
to Denver & Rio Grande T-28 #726  
rebuilt  
20" bore  
August 1921 sold to Denver & Rio Grande Western T-28 #726  
December 1928 scrapped  
AAT

2303 May 1899 4-6-0 21x26-63"  
Denver & Rio Grande 170 class #727  
to Denver & Rio Grande T-28 #727  
rebuilt  
20" bore  
August 1921 sold to Denver & Rio Grande Western T-28 #727  
December 1927 scrapped  
AAT

3204 May 1899 4-6-0 21x26-63"  
Denver & Rio Grande 170 class #728  
to Denver & Rio Grande T-28 #728  
rebuilt  
20" bore  
August 1921 sold to Denver & Rio Grande Western T-28 #728  
December 1927 scrapped  
AAT

3205 1899 4-6-0  
Denver & Rio Grande 170 class #729  
1924 to Denver & Rio Grande Western T-28 #729  
December 1927 dismantled

3277 1899 0-6-0  
Illinois Central Railroad #176 (2<sup>nd</sup>)  
June 1935 scrapped  
ICR

3278 1899 0-6-0  
Illinois Central Railroad #177 (2<sup>nd</sup>)  
July 1935 scrapped  
ICR

3279 1899 0-6-0  
Illinois Central Railroad #178 (2<sup>nd</sup>)  
June 1935 scrapped  
ICR

3280 1899 0-6-0  
Illinois Central Railroad #179 (2<sup>nd</sup>)  
June 1935 scrapped  
ICR

3281 1899 0-6-0  
Illinois Central Railroad #180 (2<sup>nd</sup>)  
July 1935 scrapped  
ICR

3282 1899 0-6-0  
Illinois Central Railroad #181 (2<sup>nd</sup>)  
rebuilt  
0-6-4T  
Illinois Central Railroad #3294  
ICR

3283 1899 4-6-0  
Illinois Central Railroad #17 (5<sup>th</sup>)  
00/1921 sold to N de M #853  
(never paid for by N de M)  
ICR

3284 1899 4-6-0  
Illinois Central Railroad #18 (4<sup>th</sup>)  
00/1921 sold to N de M #854  
(never paid for by N de M)  
ICR

3285 1899 4-6-0  
Illinois Central Railroad #19 (4<sup>th</sup>)  
00/1921 sold to N de M #855  
(never paid for by N de M)  
ICR

3286 1899 4-6-0  
Illinois Central Railroad #20 (4<sup>th</sup>)  
00/1921 sold to N de M #856  
(never paid for by N de M)  
ICR

3287 1899 4-6-0  
Illinois Central Railroad #21 (5<sup>th</sup>)  
00/1921 sold to N de M #857  
(never paid for by N de M)  
ICR

3288 1899 4-6-0  
Illinois Central Railroad #22 (4<sup>th</sup>)  
00/1921 sold to N de M #858  
(never paid for by N de M)  
ICR

3289 1899 4-6-0  
Illinois Central Railroad #23 (4<sup>th</sup>)  
00/1921 sold to N de M #859  
ICR

3290 1899 4-6-0  
Illinois Central Railroad #24 (4<sup>th</sup>)  
00/1921 sold to N de M #860  
(never paid for by N de M)  
ICR

3291 1899 4-6-0  
Illinois Central Railroad #25 (4<sup>th</sup>)  
June 1935 scrapped  
ICR

3292 1899 4-6-0  
Illinois Central Railroad #26 (5<sup>th</sup>)  
00/1921 sold to N de M #861  
(never paid for by N de M)  
ICR

3293 1899 4-6-0  
Illinois Central Railroad #27 (4<sup>th</sup>)  
00/1921 sold to N de M #862  
(never paid for by N de M)  
ICR

3294 1899 4-6-0  
Illinois Central Railroad #28 (5<sup>th</sup>)  
00/1921 sold to N de M #863  
(never paid for by N de M)  
ICR

3295 1899 4-6-0  
Illinois Central Railroad #29 (5<sup>th</sup>)  
00/1921 sold to N de M #864  
ICR

3344 1899 4-6-0  
Denver & Rio Grande 170 class #730  
1924 to Denver & Rio Grande Western T-28 #730  
December 1934 dismantled

3345 1899 4-6-0  
Denver & Rio Grande 170 class #731  
1924 to Denver & Rio Grande Western T-28 #731  
December 1934 dismantled

3346 1899 4-6-0  
Denver & Rio Grande 170 class #732  
1924 to Denver & Rio Grande Western T-28 #732  
December 1934 dismantled

3347 1899 4-6-0  
Denver & Rio Grande 170 class #733  
1924 to Denver & Rio Grande Western T-28 #733  
December 1934 dismantled

3348 1899 4-6-0  
Denver & Rio Grande 170 class #734  
1924 to Denver & Rio Grande Western T-28 #734  
December 1934 dismantled

3349 1899 4-6-0  
Denver & Rio Grande 170 class #735  
1924 to Denver & Rio Grande Western T-28 #735  
December 1934 dismantled

3350 1899 4-6-0  
Denver & Rio Grande 170 class #736  
1924 to Denver & Rio Grande Western T-28 #736  
December 1934 dismantled

3351 1899 4-6-0  
Denver & Rio Grande 170 class #737  
1924 to Denver & Rio Grande Western T-28 #737  
December 1927 dismantled



3352 1899 4-6-0 Denver & Rio Grande 170 class #738 1924 to Denver & Rio Grande Western T-28 #738 December 1927 dismantled	3411 January 1900 2-8-0 21x28-56" Erie Railroad H-10 #1451 July 1927 scrapped
3353 1899 4-6-0 Denver & Rio Grande 170 class #739 1924 to Denver & Rio Grande Western T-28 #739 December 1927 dismantled	3412 January 1900 2-8-0 21x28-56" Erie Railroad H-10 #1452 October 1927 scrapped
3398 1899 0-6-0 Wisconsin Central #139 (1 <sup>st</sup> ) June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) #2321 WCZ	3413 January 1900 2-8-0 21x28-56" Erie Railroad H-10 #1453 September 1927 scrapped
3402 1900 0-6-0 Wisconsin Central #140 (1 <sup>st</sup> ) June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) #2322 WCZ	3414 January 1900 2-8-0 21x28-56" Erie Railroad H-10 #1454 August 1927 scrapped
3406 January 1900 2-8-0 21x30-63" Lake Shore & Michigan Southern B #721 1905 to New York Central G-42a #5721 May 1916 scrapped	3415 January 1900 2-8-0 21x28-56" Erie Railroad H-10 #1455 August 1927 scrapped
3407 January 1900 2-8-0 21x30-63" Lake Shore & Michigan Southern B #722 1905 to New York Central G-42a #5722 June 1920 sold to Norfolk Southern E-2 #220 October 1933 retired from service	3416 January 1900 2-8-0 21x28-56" Erie Railroad H-10 #1456 June 1927 scrapped
3408 January 1900 2-8-0 21x30-63" Lake Shore & Michigan Southern B #723 1905 to New York Central G-42a #5723 September 1919 scrapped	3417 January 1900 2-8-0 21x28-56" Erie Railroad H-10 #1457 July 1927 scrapped
3409 January 1900 2-8-0 21x30-63" Lake Shore & Michigan Southern B #724 1905 to New York Central G-42a #5724 March 1916 scrapped	3418 January 1900 4-6-0 3' gauge 16x22-55" North Pacific Coast #18 March 1902 sold to North Shore #18 to Northwestern Pacific #18 January 1907 sold to Northwestern Pacific #145 to Northwestern Pacific #95 October 1935 scrapped
3410 January 1900 2-8-0 21x28-56" Erie Railroad H-10 #1450 September 1927 scrapped	3419 January 1900 2-8-0 21x28-56" Erie Railroad H-10 #1458 June 1927 scrapped
	3420 January 1900 2-8-0 21x28-56" Erie Railroad H-10 #1459 September 1927 scrapped
	3421 January 1900 2-8-0 21x28-56" Erie Railroad H-10 #1460 August 1927 scrapped

3422 January 1900 2-8-0 21x28-56"  
Erie Railroad H-10 #1461  
September 1927 scrapped

3423 January 1900 2-8-0 21x28-56"  
Erie Railroad H-10 #1462  
December 1927 scrapped

3424 January 1900 2-8-0 21x28-56"  
Erie Railroad H-10 #1463  
October 1927 scrapped

3425 January 1900 2-8-0 21x28-56"  
Erie Railroad H-10 #1464  
December 1927 scrapped

3426 February 1900 0-6-0 19x24-51"  
Wisconsin Central #135 (1<sup>st</sup>)  
June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) B-22 #2317  
September 1933 dismantled  
WCA, WCZ

3427 January 1900 2-8-0 21x28-56"  
Erie Railroad H-10 #1465  
October 1927 scrapped

3428 February 1900 2-8-0 21x28-56"  
Erie Railroad H-10 #1466  
September 1927 scrapped

3429 February 1900 0-6-0 19x24-51"  
Wisconsin Central #136 (1<sup>st</sup>)  
June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) B-22 #2318  
June 1935 dismantled  
WCA, WCZ

3430 February 1900 2-8-0 21x28-56"  
Erie Railroad H-10 #1467  
July 1927 scrapped

3431 February 1900 2-8-0 21x28-56"  
Erie Railroad H-10 #1468  
July 1927 scrapped

3432 February 1900 2-8-0 21x28-56"  
Erie Railroad H-10 #1469  
August 1927 scrapped

3433 February 1900 4-6-0 20x26-63"  
Wisconsin Central #238 (1<sup>st</sup>)  
June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) E-22 #2636  
July 1940 dismantled  
WCA, WCZ

3434 February 1900 4-6-0 20x26-63"  
Wisconsin Central #239 (1<sup>st</sup>)  
June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) E-22 #2637  
April 1946 dismantled  
WCA, WCZ

3435 February 1900 4-6-0 20x26-63"  
Wisconsin Central #240 (1<sup>st</sup>)  
June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) E-22 #2638  
September 1933 dismantled  
WCA, WCZ

3436 February 1900 4-6-0 20x26-63"  
Wisconsin Central #241 (1<sup>st</sup>)  
June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) E-22 #2639  
December 1938 dismantled  
WCA, WCZ

3437 February 1900 4-6-0 20x26-57"  
to Wisconsin Central #242 (1<sup>st</sup>)  
June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) E-24 #2640  
December 1953 sold to The Purdy Company  
WCA, WCZ

3438 February 1900 4-6-0 20x26-57"  
Wisconsin Central #243 (1<sup>st</sup>)  
June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) E-24 #2641  
August 1933 dismantled  
WCA, WCZ

3439 February 1900 4-6-0 20x26-57"  
 Wisconsin Central #244 (1<sup>st</sup>)  
 June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) E-24 #2642  
 February 1951 sold as scrap to The Purdy Company  
 WCA, WCZ

3440 February 1900 4-6-0 20x26-57"  
 Wisconsin Central #245 (1<sup>st</sup>)  
 June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) E-24 #2643  
 December 1951 sold to United States Steel  
 WCA, WCZ

3441 February 1900 4-6-0 20x26-57"  
 Wisconsin Central #246 (1<sup>st</sup>)  
 June 1909 sold to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) E-24 #2644  
 November 1950 sold to The Purdy Company  
 WCA, WCZ

3442 February 1900 0-6-0 19x24-51"  
 Wisconsin Central #137 (1<sup>st</sup>)  
 June 1909 sold to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) B-22 #2319  
 June 1935 dismantled  
 WCA, WCZ

3443 February 1900 0-6-0 19x24-51"  
 Wisconsin Central #138 (1<sup>st</sup>)  
 June 1909 sold to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) B-22 #2320  
 1930 scrapped  
 WCZ

3444 February 1900 2-8-0 20x24-50  
 Chicago & Alton H-1 #400  
 00/1931 sold to Alton Railroad E-46 #2660  
 00/1947 sold GM&O #2660  
 October 1948 scrapped

3445 February 1900 2-8-0 20x24-50  
 Chicago & Alton H-1 #401  
 00/1931 sold Alton Railroad E-46a #2661  
 December 1946 scrapped

3446 February 1900 2-8-0 20x24-50  
 Chicago & Alton H-1 #402  
 July 1931 sold to Alton Railroad E-46 #2612  
 00/1943 reno. #2666  
 June 1947 sold to GM&O #2666  
 May 1948 scrapped

3447 February 1900 2-8-0 20x24-50  
 Chicago & Alton H-1 #403  
 00/1931 sold to Alton Railroad E-46a #2662  
 June 1947 sold to GM&O #2662  
 March 1948 scrapped

3448 February 1900 4-4-0 18x26-69  
 Bennington & Rutland #16  
 delivered as Central Vermont #244  
 00/1901 sold to Rutland #189  
 00/1902 sold to Canadian Pacific #181 (2<sup>nd</sup>)  
 00/1907 reno. #299  
 00/1913 reno. #199 (B9b, B9c class)  
 December 1927 scrapped

3449 February 1900 2-8-0 20x24-50  
 Chicago & Alton H-1a #404  
 00/1931 sold Alton Railroad E-46a #2663  
 April 1948 scrapped

3450 February 1900 2-8-0 20x24-50  
 Chicago & Alton H-1a #405  
 00/1931 sold to Alton Railroad E-46a #2664  
 June 1947 sold to Gulf Mobile & Ohio #2664  
 February 1948 scrapped

3451 February 1900 2-8-0 20x24-50  
 Chicago & Alton H-1a #406  
 00/1931 sold to Alton Railroad E-46a #2613  
 December 1946 scrapped

3452 February 1900 2-8-0 20x24-50  
 Chicago & Alton H-1a #407  
 00/1931 sold to Alton Railroad E-46a #2665  
 June 1947 sold to Gulf, Mobile & Ohio #2665  
 April 1950 scrapped

3453 February 1900 2-8-0 20x24-50  
 Chicago & Alton H-1a #408  
 00/1931 sold to Alton Railroad E-46a #2614  
 September 1938 scrapped

3454 February 1900 2-8-0 20x24-50  
 Chicago & Alton H-1a #409  
 00/1931 sold to Alton Railroad E-46a #2615  
 October 1946 scrapped

3455 March 1900 0-6-0 18x24-51  
 Burlington, Cedar Rapids & Northern #14  
 June 1903 sold to Chicago, Rock Island & Pacific MP-7e #188  
 to Chicago, Rock Island & Pacific J-21 #188  
 to Chicago, Rock Island & Pacific S-21 #188  
 April 1936 scrapped

3456 March 1900 0-6-0 18x24-51  
 Burlington, Cedar Rapids & Northern #15  
 June 1903 sold to Chicago, Rock Island & Pacific MP-7e #189  
 to Chicago, Rock Island & Pacific J-21 #189  
 to Chicago, Rock Island & Pacific S-21 #189  
 May 1936 scrapped

3457 March 1900 0-6-0 18x24-51  
 Burlington, Cedar Rapids & Northern #16  
 June 1903 sold to Chicago, Rock Island & Pacific MP-7e #190  
 to Chicago, Rock Island & Pacific J-21 #190  
 to Chicago, Rock Island & Pacific S-21 #190  
 April 1934 scrapped

3496 April 1900 4-8-0 21x26-55  
 Chicago, Indianapolis & Louisville (Monon) E-1 #210  
 00/1911 to E-1 #230  
 August 1925 rebuilt E-1b  
 February 1947 scrapped

3497 April 1900 4-8-0 21x26-55  
 Chicago, Indianapolis & Louisville (Monon) E-1 #211  
 00/1911 to E-1 #231  
 August 1924 rebuilt E-1b  
 April 1949 retired from service

3507 00/1900 2-8-0  
 West. NY & Penna. #180  
 August 1900 to Pennsylvania Railroad H #6306 (1<sup>st</sup>)  
 March 16, 1914 sold to Southern Iron & Equipment Company #916  
 KAY

3508 00/1900 2-8-0  
 West. NY & Penna. #187  
 August 1900 to Pennsylvania Railroad H #6312 (1<sup>st</sup>)  
 00/1915 to Pennsylvania Railroad H #06312 (1<sup>st</sup>)  
 May 1916 sold to Southern Iron & Equipment Company #1061  
 KAY

3509 00/1900 2-8-0  
 West. NY & Penna. #181  
 August 1900 to Pennsylvania Railroad H #6307 (1<sup>st</sup>)  
 to Southern Iron & Equipment Company (#985?)  
 April 1913 sold to Lor. Ashl. & So. #10  
 KAY

3510 May 1900 2-8-0 21x30-55  
 West. NY & Pennsylvania #182  
 August 1900 to Pennsylvania Railroad H #6308 (1<sup>st</sup>)  
 February 1914 sold to Southern Iron & Equipment #917  
 July 1910 in service  
 KAY

Pennsylvania Railroad #6309  
 February 1914 to Southern Iron & Equipment #917  
 July 30, 1914 sold to Lorain Ashland & Southern #12, Lorain, Ohio  
 00/1916 sold to Southern Iron & Equipment #1060  
 May 1916 sold to Nashville, Chattanooga & Saint Louis #431  
 00/1917 to #776  
 00/1919 rebuilt 0-8-0  
 Nashville, Chattanooga & Saint Louis C2-40 #776  
 July 1936 scrapped

3511 May 1900 2-8-0 21x30-55  
 Western New York & Pennsylvania #184 (KAY says #183)  
 August 1900 sold to Pennsylvania Railroad H-odd #6309 (1<sup>st</sup>)  
 July 1910 in service  
 by 1915 off roster  
 KAY

3512 May 1900 2-8-0 21x30-55  
Western New York & Pennsylvania #185 (KAY says #184)  
August 1900 sold to Pennsylvania Railroad H-odd #6310 (1<sup>st</sup>)  
00/1912 sold to Southern Iron & Equipment #895  
November 18, 1913 sold to Lorain, Ashland & Southern #9, Lorain, Ohio  
KAY

3513 May 1900 2-8-0 21x30-55  
Western New York & Pennsylvania #186 (KAY says #185)  
August 1900 sold to Pennsylvania Railroad H #6311 (1<sup>st</sup>)  
June 1913 to Pennsylvania Railroad H #06311 (1<sup>st</sup>)  
March 16, 1914 sold to Southern Iron & Equipment #982  
June 16, 1916 sold to Port Wentworth Lumber Company #103, Savannah,  
Georgia  
sold to Savannah River Lumber #103  
00/1921 sold to Southern Iron & Equipment Company #1652  
December 29, 1922 sold to White Grandin Lumber #4, Slagle, Louisiana  
KAY

3514 May 1900 0-6-0 20x24-50  
Union Railroad #44, Hall, Pennsylvania  
post June 1917 Duquesne Slag Products Company #54

3515 May 1900 0-6-0 19x26-51  
Hocking Valley #98  
May 1920 sold to Gulf, Mobile & Northern #60  
00/1929 retired from service

3516 May 1900 0-6-0 19x26-50  
Hocking Valley #99  
post May 1930 off roster

3517 May 1900 0-6-0 19x26-50  
Hocking Valley #100  
post May 1930 off roster

3518 May 1900 2-8-0 20x26-54  
Egyptian State Railways #700  
to #101  
to #216

3519 May 1900 2-8-0 21x32-55  
Delaware, Lackawanna & Western #844  
00/1923 scrapped

3520 May 1900 2-8-0 21x32-55  
Delaware, Lackawanna & Western #845  
00/1923 scrapped

3521 May 1900 2-8-0 21x32-55  
Delaware, Lackawanna & Western #846  
00/1923 scrapped

3522 May 1900 2-8-0 21x32-55  
Delaware, Lackawanna & Western #847  
00/1923 scrapped

3523 May 1900 2-8-0 21x32-55  
Delaware, Lackawanna & Western #848  
00/1923 scrapped

3524 May 1900 2-8-0 21x32-55  
Delaware, Lackawanna & Western #849  
00/1923 scrapped

3525 May 1900 2-8-0 21x32-55  
Delaware, Lackawanna & Western #850  
00/1923 scrapped

3526 May 1900 2-8-0 21x32-55  
Delaware, Lackawanna & Western #851  
00/1923 scrapped

3527 May 1900 2-8-0 21x32-55  
Delaware, Lackawanna & Western #852  
00/1923 scrapped

3528 May 1900 2-8-0 21x32-55  
Delaware, Lackawanna & Western #853  
00/1923 scrapped

3529 June 1900 4-6-0 20x28-69  
Central Railroad of New Jersey L-5 #490  
00/1903 to #150  
May 1936 scrapped

3530 June 1900 4-6-0 20x28-69  
Central Railroad of New Jersey #491  
00/1903 to #151  
L-5 class  
February 1952 scrapped  
AAT

3531 June 1900 4-6-0 20x28-69  
Central Railroad of New Jersey #492  
00/1903 to #152  
L-5 class  
December 1934 scrapped  
AAT

3532 June 1900 0-6-0 18x26-50  
Lakeside & Marblehead #3  
00/1924 sold to Southern Iron & Equipment #1998  
00/1925 sold to Stone & Webster  
AAT

3533 June 1900 4-6-0 20x28-69  
Central Railroad of New Jersey #493  
00/1903 to #153  
L-5 class  
February 1952 scrapped  
AAT

3534 June 1900 4-6-0 20x28-69  
Central Railroad of New Jersey #494  
00/1903 to #154  
L-5 class  
April 1936 scrapped  
AAT

3535 June 1900 4-6-0 20x28-69  
Central Railroad of New Jersey #495  
00/1903 to #155  
L-5 class  
December 1934 scrapped  
AAT

3536 June 1900 4-6-0 20x28-69  
Central Railroad of New Jersey #496  
00/1903 to #156  
L-5 class  
February 1947 scrapped  
AAT

3537 June 1900 4-6-0 20x28-69  
Central Railroad of New Jersey #497  
00/1903 to #157  
L-5 class  
February 1952 scrapped  
AAT

3538 June 1900 4-6-0 20x28-69  
Central Railroad of New Jersey #498  
00/1903 to #158  
L-5 class  
April 1936 scrapped  
AAT

3539 June 1900 4-6-0 20x28-69  
Central Railroad of New Jersey #499  
00/1903 to #159  
L-5 class  
February 1952 scrapped  
AAT

3540 June 1900 4-8-0 20x23-55  
Central Railroad of New Jersey #451 (2<sup>nd</sup>)  
00/1903 to #466 (2<sup>nd</sup>)  
K-1 class  
March 1935 scrapped  
AAT

3541 June 1900 4-8-0 20x23-55  
Central Railroad of New Jersey #452 (2<sup>nd</sup>)  
00/1903 to #467 (2<sup>nd</sup>)  
K-1 class  
November 1940 scrapped  
AAT

3542 June 1900 4-8-0 20x23-55  
Central Railroad of New Jersey #453 (2<sup>nd</sup>)  
00/1903 to #468 (2<sup>nd</sup>)  
K-1 class  
October 1936 scrapped  
AAT

3543 June 1900 4-8-0 20x23-55  
 Central Railroad of New Jersey #454 (2<sup>nd</sup>)  
 00/1903 to #469 (2<sup>nd</sup>)  
 K-1 class  
 November 1948 scrapped  
 AAT

3544 June 1900 4-8-0 20x23-55  
 Central Railroad of New Jersey K-1 #455  
 July 1937 scrapped  
 AAT

3545 June 1900 4-8-0 20x23-55  
 Central Railroad of New Jersey K-1 #456  
 October 1936 scrapped  
 AAT

3546 June 1900 4-8-0 20x23-55  
 Central Railroad of New Jersey K-1 #457  
 June 1935 scrapped  
 AAT

3547 June 1900 4-8-0 20x23-55  
 Central Railroad of New Jersey K-1 #458  
 October 1936 scrapped  
 AAT

3548 June 1900 4-8-0 20x23-55  
 Central Railroad of New Jersey K-1 #459  
 May 1935 scrapped  
 AAT

3549 July 1900 4-8-0 20x23-55  
 Central Railroad of New Jersey K-1 #460  
 November 1940 scrapped  
 AAT

3550 July 1900 4-8-0 20x23-55  
 Central Railroad of New Jersey K-1 #461  
 October 1940 scrapped  
 AAT

3551 July 1900 4-8-0 20x23-55  
 Central Railroad of New Jersey K-1 #462  
 October 1936 scrapped  
 AAT

3552 July 1900 4-8-0 20x23-55  
 Central Railroad of New Jersey K-1 #463  
 December 1934 scrapped  
 AAT

3553 July 1900 4-8-0 20x23-55  
 Central Railroad of New Jersey K-1 #464  
 October 1936 scrapped  
 AAT

3554 July 1900 4-8-0 20x23-55  
 Central Railroad of New Jersey K-1 #465  
 September 1936 scrapped  
 AAT

3555 June 1900 2-6-0 17x24-50  
 Frederic & Charlevoix #3 "Charlevoix"  
 00/1901 sold to Detroit & Charlevoix #3 "Charlevoix"  
 rebuilt B-3 0-6-0  
 by 1916 off roster  
 AAT

3556 June 1900 4-6-0 18x24-63  
 Buffalo, Rochester & Pittsburgh T-3 #186  
 October 1921 sold to Southern Iron & Equipment Company #1699  
 June 7, 1923 sold to Delaware & Nor. #7  
 00/1937 scrapped  
 AAT

3557 June 1900 4-6-0 18x24-63  
 Buffalo, Rochester & Pittsburgh T-3 #187  
 October 1921 sold to Southern Iron & Equipment Company #1700  
 November 30, 1921 sold to Fernwood Lumber #14 (2<sup>nd</sup>)  
 to Fernwood, Columbia & Gulf #17  
 AAT

3562 July 1900 2-6-0 3' gauge 15x18-38  
 Tionesta Valley #7  
 00/1937 scrapped

3563 July 1900 4-8-0 19x32-55  
 Eastern Railway of Minnesota #770  
 May 1902 sold to Great Northern G-4 #770 (1<sup>st</sup>)  
 January 1947 scrapped  
 KJB

3564 July 1900 4-8-0 19x32-55  
Eastern Railway of Minnesota #771  
May 1902 sold to Great Northern G-4 #771 (1<sup>st</sup>)  
April 1931 scrapped  
KJB

3565 July 1900 4-8-0 19x32-55  
Eastern Railway of Minnesota #772  
May 1902 sold to Great Northern G-4 #772 (1<sup>st</sup>)  
October 1936 scrapped  
KJB

3566 July 1900 4-8-0 19x32-55  
Eastern Railway of Minnesota #773  
May 1902 sold to Great Northern G-4 #773 (1<sup>st</sup>)  
00/1939 scrapped  
KJB

3567 July 1900 4-8-0 19x32-55  
Eastern Railway of Minnesota #774  
May 1902 sold to Great Northern G-4 #774 (1<sup>st</sup>)  
December 1928 scrapped  
KJB

3568 July 1900 4-8-0 19x32-55  
Eastern Railway of Minnesota #775  
May 1902 sold to Great Northern G-4 #775 (1<sup>st</sup>)  
April 1930 scrapped  
KJB

3569 July 1900 4-8-0 19x32-55  
Eastern Railway of Minnesota #776  
May 1902 sold to Great Northern G-4 #776 (1<sup>st</sup>)  
September 1941 scrapped  
KJB

3570 July 1900 4-8-0 19x32-55  
Eastern Railway of Minnesota #777  
May 1902 sold to Great Northern G-4 #777 (1<sup>st</sup>)  
February 1934 sold as scrap to Duluth Iron & Metal Company  
KJB

3571 July 1900 4-8-0 19x32-55  
Eastern Railway of Minnesota #778  
May 1902 sold to Great Northern G-4 #778 (1<sup>st</sup>)  
May 1932 scrapped  
KJB

3572 July 1900 4-8-0 19x32-55  
Eastern Railway of Minnesota #779  
May 1902 sold to Great Northern G-4 #779 (1<sup>st</sup>)  
February 1934 sold as scrap to Duluth Iron & Metal Company  
KJB

3573 July 1900 0-6-0 19x28-49  
Eastern Railway of Minnesota #88  
00/1902 to Great Northern A-10 #88 (2<sup>nd</sup>)  
00/1905 to Great Northern A-10 #98 (1<sup>st</sup>)  
00/1937 scrapped  
KJB

3574 July 1900 0-6-0 19x28-49  
Eastern Railway of Minnesota #89  
00/1902 to Great Northern A-10 #89 (2<sup>nd</sup>)  
00/1905 to Great Northern A-10 #99 (st)  
00/1937 scrapped  
KJB

3575 June 1900 4-6-0 21x26-68  
Burlington, Cedar Rapids & Northern #202  
rebuilt 57" drivers  
June 1902 sold to Chicago, Rock Island & Pacific MP-54a #1492  
to D-29 class  
rebuilt D-28 20x26-63  
to T-27 class  
July 1934 scrapped

3576 June 1900 4-6-0 21x26-68  
Burlington, Cedar Rapids & Northern #203  
rebuilt 57" drivers  
June 1902 sold to Chicago, Rock Island & Pacific MP-54a #1493  
to D-29 class  
rebuilt D-28 20x26-63  
to T-27 class  
December 1927 scrapped



3577 1900 4-6-0  
Illinois Central Railroad #47 (5<sup>th</sup>)  
00/1921 sold to N de M #880  
(never paid for by N de M)  
ICR

3578 1900 4-6-0  
Illinois Central Railroad #48 (3<sup>rd</sup>)  
00/1921 sold to N de M #881  
(never paid for by N de M)  
ICR

3579 1900 4-6-0  
Illinois Central Railroad #49 (3<sup>rd</sup>)  
00/1921 sold to N de M #882  
(never paid for by N de M)  
ICR

3580 1900 4-6-0  
Illinois Central Railroad #50 (2<sup>nd</sup>)  
00/1921 sold to N de M #883  
(never paid for by N de M)  
ICR

3581 1900 4-6-0  
Illinois Central Railroad #51 (3<sup>rd</sup>)  
00/1921 sold to N de M #884  
(never paid for by N de M)  
ICR

3582 1900 4-6-0  
Illinois Central Railroad #52 (3<sup>rd</sup>)  
00/1921 sold to N de M #885  
(never paid for by N de M)  
ICR

3583 1900 4-6-0  
Illinois Central Railroad #53 (3<sup>rd</sup>)  
00/1921 sold to N de M #886  
(never paid for by N de M)  
ICR

3584 1900 4-6-0  
Illinois Central Railroad #54 (3<sup>rd</sup>)  
00/1921 sold to N de M #887  
(never paid for by N de M)  
ICR

3596 1900 4-6-0  
Illinois Central Railroad #55 (3<sup>rd</sup>)  
received boiler from #10  
00/1921 sold to N de M #888  
never paid for by N de M  
ICR

3597 1900 4-6-0  
Illinois Central Railroad #56 (3<sup>rd</sup>)  
00/1921 sold to N de M #889  
never paid for by N de M  
ICR

3598 1900 4-6-0  
Illinois Central Railroad #57 (3<sup>rd</sup>)  
00/1921 sold to N de M #890  
never paid for by N de M  
ICR

3599 1900 4-6-0  
Illinois Central Railroad #58 (5<sup>th</sup>)  
00/1921 sold to N de M #891  
never paid for by N de M  
ICR

3601 1900 4-6-0  
Illinois Central Railroad #60 (4<sup>th</sup>)  
00/1921 sold to N de M #893  
never paid for by N de M  
ICR

3625 1900 0-6-0  
Illinois Central Railroad #195 (3<sup>rd</sup>)  
June 1935 scrapped  
ICR

3630 1900 0-6-0  
Illinois Central Railroad #196 (3<sup>rd</sup>)  
June 1940 sold to Anna Stone Company; Anna, Iowa  
ICR

3635 1900 0-6-0  
Illinois Central Railroad #197 (3<sup>rd</sup>)  
June 1935 scrapped  
ICR

3680 November 1900 2-8-0 20x26-54  
Hocking Valley #226  
ca. 1924 sold to Middle Creek Railroad #2, Hartland, West Virginia  
December 1927 in service

3681 November 1900 2-6-0 20x26-54  
Hocking Valley #227  
by May 1930 off roster

3682 November 1900 2-8-0 20x26-54  
Hocking Valley #228  
by May 1930 off roster

3683 November 1900 2-8-0 20x26-54  
Hocking Valley #229  
by May 1930 off roster

3684 November 1900 2-8-0 20x26-54  
Hocking Valley #230  
by May 1930 off roster

3685 November 1900 2-8-0 20x26-54  
Hocking Valley #231  
by May 1930 off roster

3686 November 1900 2-8-0 20x26-54  
Hocking Valley #232  
by May 1930 off roster

3687 November 1900 4-6-0 20x26-57  
Wisconsin Central #247 (1<sup>st</sup>)  
June 1909 leased to Minneapolis, Saint Paul & Sault Sainte Marie (Soo)  
E-25 #2645  
October 1955 donated to City of Waukesha, Wisconsin  
Displayed at Depot Restaurant  
to Mid-Continent Railway Museum, North Freedom, Wisconsin  
Cosmetically restored and displayed  
WCA, WCZ

3688 November 1900 4-6-0 20x26-57  
Wisconsin Central #248 (1<sup>st</sup>)  
June 1909 leased with railroad to Minneapolis, Saint Paul & Sault Sainte Marie E-25 #2646  
August 1949 dismantled  
WCA, WCZ

3689 November 1900 4-6-0 20x26-57  
Wisconsin Central #249 (1<sup>st</sup>)  
June 1909 leased with railroad to Minneapolis, Saint Paul & Sault Sainte Marie E-25 #2647  
November 1950 sold as scrap to Purdy Company  
WCA, WCZ

3690 November 1900 2-6-0 20x28-63  
Illinois Central #553  
ca. 1937 rebuilt 20.5x28-53.5  
ca. 1938 to Illinois Central #3712  
May 1942 to Illinois Central #390 (3<sup>rd</sup>) 0-6-0  
to Illinois Central #350  
class M-63  
May 1942 rebuilt 0-6-0 #390  
November 1948 sold to Freeman Coal Company  
ICR

3691 November 1900 2-6-0 20x28-63  
Illinois Central #554  
ca. 1937 rebuilt 20.5x28-53.5  
ca. 1938 to Illinois Central #3713  
1943 to Illinois Central #3704 (2<sup>nd</sup>)  
class M-63  
boiler to #569  
by 1943 off roster

3692 November 1900 2-6-0 20x28-63  
Illinois Central #555  
ca. 1938 to Illinois Central #3714  
class M-63  
October 1938 scrapped

3693 November 1900 2-6-0 20x28-63

Illinois Central #556

ca. 1938 to Illinois Central #3715

class M-63

February 1942 sold to Railway Accessories Company  
to East Tennessee & Western North Carolina #206

1955 retired from service

1956 scrapped

3694 November 1900 2-6-0 20x28-63

Illinois Central #557

ca. 1938 to Illinois Central #3716

class M-63

November 1939 retired from service

3695 December 1900 2-6-0 20x28-63

Illinois Central #558

ca. 1937 rebuilt 20.5x28-53.5

ca. 1938 to Illinois Central #3717

1943 to Illinois Central #3705 (2<sup>nd</sup>)

class M-63

October 1956 scrapped

3696 December 1900 2-6-0 20x28-63

Illinois Central #559

ca. 1938 to Illinois Central #3718

class M-63

November 1939 retired from service

3697 December 1900 2-6-0 20x28-63

Illinois Central #560

1937 to Illinois Central #3719

1943 to Illinois Central #3706 (2<sup>nd</sup>)

class M-63

February 1945 sold to Georgia Car & Locomotive Company #824

January 29, 1946 sold to Bevier & Southern #109, Bevier, Missouri for  
\$350.00

February 1963 sold to George Silcott (dealer)

March 1963 sold to Monadnock Steamtown & Northern Amusments, N.  
Walpole, New Hampshire

ca. 1966 moved to Steamtown Foundation, Bellows Falls, Vermont

March 1986 sold to Steam Locomotive Services, Bellows Falls, Vermont

May 1986 sold to Illinois Railway Museum, Union, Illinois  
stored

3698 December 1900 2-6-0 20x28-63

Illinois Central #561

ca. 1938 to Illinois Central #3720

class M-63

November 1939 retired from service

3699 December 1900 2-6-0 20x28-63

Illinois Central #562

ca. 1938 to Illinois Central #3721

1943 to Illinois Central #3707 (2<sup>nd</sup>)

class M-63

November 1945 retired from service

3700 December 1900 2-6-0 20x28-63

Illinois Central #563

ca. 1938 to Illinois Central #3722

1943 to Illinois Central #357

class M-63

July 1943 rebuilt 0-6-0 #357

boiler to #585

1952 scrapped

3701 December 1900 2-6-0 20x28-63 Illinois Central #564 ca. 1938 to Illinois Central #3723 class M-63 boiler to #563 November 1939 retired from service	3708 December 1900 4-6-0 20x26-57 Wisconsin Central #253 (1 <sup>st</sup> ) June 1909 leased with railroad to Minneapolis, Saint Paul & Sault Sainte Marie E-25 #2651 September 1933 dismantled WCA, WCZ
3702 December 1900 4-6-0 19.5x28-61 Saint Louis, Iron Mountain & Southern #1701 May 1917 sold to Missouri Pacific #2308 class TN-61	3709 December 1900 4-6-0 20x26-57 Wisconsin Central #254 (1 <sup>st</sup> ) June 1909 leased with railroad to Minneapolis, Saint Paul & Sault Sainte Marie E-25 #2652 June 1948 dismantled WCA, WCZ
3703 December 1900 4-6-0 19.5x28-61 Saint Louis, Iron Mountain & Southern #1702 May 1917 sold to Missouri Pacific #2309 class TN-61	3710 December 1900 4-6-0 20x26-57 Wisconsin Central #255 (1 <sup>st</sup> ) June 1909 leased with railroad to Minneapolis, Saint Paul & Sault Sainte Marie E-25 #2653 September 1949 dismantled WCA, WCZ
3704 December 1900 4-6-0 20x26-57 Wisconsin Central #250 (1 <sup>st</sup> ) June 1909 leased with railroad to Minneapolis, Saint Paul & Sault Sainte Marie E-25 #2648 November 1950 sold as scrap to Purdy Company WCA, WCZ	3711 December 1900 4-6-0 20x26-57 Wisconsin Central #256 (1 <sup>st</sup> ) June 1909 leased with railroad to Minneapolis, Saint Paul & Sault Sainte Marie E-25 #2654 August 1933 dismantled WCA, WCZ
3705 December 1900 4-6-0 20x26-57 Wisconsin Central #251 (1 <sup>st</sup> ) June 1909 leased with railroad to Minneapolis, Saint Paul & Sault Sainte Marie E25 #2649 December 1951 sold as scrap to U. S. Steel WCA, WCZ	3712 December 1900 4-6-0 19.5x28-61 Saint Louis, Iron Mountain & Southern #1704 May 1917 sold to Missouri Pacific #2311 class TN-61
3706 December 1900 4-6-0 20x26-57 Wisconsin Central #252 (1 <sup>st</sup> ) June 1909 leased with railroad to Minneapolis, Saint Paul & Sault Sainte Marie E-25 #2650 July 1951 sold as scrap to U. S. Steel WCA, WCZ	3713 December 1900 4-6-0 19.5x28-61 Saint Louis, Iron Mountain & Southern #1705 May 1917 sold to Missouri Pacific #2312 class TN-61
3707 December 1900 4-6-0 19.5x28-61 Saint Louis, Iron Mountain & Southern #1703 May 1917 sold to Missouri Pacific #2310 class TN-61	3714 December 1900 4-6-0 19.5x28-61 Saint Louis, Iron Mountain & Southern #1706 May 1917 sold to Missouri Pacific #2313 class TN-61

3715 December 1900 4-6-0 19.5x28-61  
Saint Louis, Iron Mountain & Southern #1707  
May 1917 sold to Missouri Pacific #2314  
class TN-61

3716 December 1900 2-8-0 22x30-57  
Cleveland, Cincinnati, Chicago & Saint Louis #714  
1905 sold to New York Central #6541  
class G-67  
September 1920 scrapped

3717 December 1900 2-8-0 22x30-57  
Cleveland, Cincinnati, Chicago & Saint Louis #715  
1905 sold to New York Central #6542  
class G-67  
August 1917 scrapped

3718 December 1900 2-8-0 22x30-57  
Cleveland, Cincinnati, Chicago & Saint Louis #716  
1905 sold to New York Central #6543  
class G-67  
September 1916 scrapped

3719 December 1900 2-8-0 22x30-57  
Cleveland, Cincinnati, Chicago & Saint Louis #717  
1905 sold to New York Central #6544  
class G-67  
December 1916 scrapped

3720 December 1901 2-8-0 22x30-57  
Cleveland, Cincinnati, Chicago & Saint Louis #718  
1905 sold to New York Central #6545  
class G-67  
August 1917 scrapped

3721 December 1901 2-8-0 22x30-57  
Cleveland, Cincinnati, Chicago & Saint Louis #719  
1905 sold to New York Central #6546  
class G-67  
July 1916 scrapped

3722 December 1901 2-8-0 22x30-57  
Cleveland, Cincinnati, Chicago & Saint Louis #720  
1905 sold to New York Central #6547  
class G-67  
October 1917 scrapped  
March 1910 boiler to #6547

3723 January 1901 0-6-0 18x24-50  
New York, Chicago & Saint Louis (Nickel Plate) #219  
1910 to NYC&St L #9 (3<sup>rd</sup>)  
class M  
September 1923 scrapped

3724 January 1901 0-6-0 18x24-50  
New York, Chicago & Saint Louis (Nickel Plate) #220  
1910 to New York, Chicago & Saint Louis #10 (4<sup>th</sup>)  
class M  
June 1922 scrapped

3725 January 1901 2-8-0 22x30-57  
Cleveland, Cincinnati, Chicago & Saint Louis #721  
1905 sold to New York Central #6548  
class G-67  
March 1919 scrapped

3726 January 1901 2-8-0 22x30-57  
Cleveland, Cincinnati, Chicago & Saint Louis #722  
October 1903 rebuilt  
1905 sold to New York Central #6549  
class G-67  
from July 1910 operated on Canadian Northern  
August 1924 scrapped

3727 January 1901 2-8-0 22x30-57  
Cleveland, Cincinnati, Chicago & Saint Louis #723  
1905 sold to New York Central #6550  
class G-67  
March 1917 scrapped

3728 January 1901 2-8-0 22x30-57  
Cleveland, Cincinnati, Chicago & Saint Louis #724  
1905 sold to New York Central #6551  
class G-67  
January 1921 scrapped

3729 January 1901 2-8-0 22x30-57  
Cleveland, Cincinnati, Chicago & Saint Louis #725  
1905 sold to New York Central #6552  
class G-67  
December 1916 scrapped

3730 January 1901 2-8-0 22x30-57  
Cleveland, Cincinnati, Chicago & Saint Louis #726  
May 1910 sold to New York Central #6553  
class G-67  
December 1924 scrapped

3731 January 1901 2-8-0 22x30-57  
Cleveland, Cincinnati, Chicago & Saint Louis #727  
May 1910 sold to New York Central #6554  
class G-67  
December 1925 scrapped

3732 January 1901 2-8-0 22x30-57  
Cleveland, Cincinnati, Chicago & Saint Louis #728  
1905 sold to New York Central #6555  
class G-67  
August 1916 scrapped

3733 January 1901 2-6-2 20.5x28-81  
Lake Shore & Michigan Southern #651  
class Ja  
1905 sold to New York Central #3651  
1905 to New York Central #4651  
class J-40a  
May 1910 rebuilt J-40e  
October 1924 scrapped

3734 January 1901 2-6-2 20.5x28-81  
Lake Shore & Michigan Southern #650  
class Ja  
1905 sold to New York Central #3650  
1905 to New York Central #4650  
class J-40a  
October 1909 rebuilt J-40e  
December 1925 scrapped  
boiler to #1131

3733 00/1901 2-6-2  
New York Central #3651  
00/1905 to New York Central (Lake Shore & Michigan Southern) J-40a  
#4651 (1<sup>st</sup>)  
May 1910 rebuilt J-40e  
New York Central (Lake Shore & Michigan Southern) J-40e #4651 (1<sup>st</sup>)  
October 1924 scrapped  
BAX

3734 00/1901 2-6-2  
New York Central #3650  
00/1905 to New York Central (Lake Shore & Michigan Southern) J-40a  
#4650 (1<sup>st</sup>)  
October 1909 rebuilt J-40e  
New York Central (Lake Shore & Michigan Southern) J-40e #4650 (1<sup>st</sup>)  
December 1925 scrapped  
boiler to #1131  
BAX

3735 January 1901 4-6-0 19.5x28-61  
Saint Louis, Iron Mountain & Southern #1708  
May 1917 sold to Missouri Pacific #2315  
class TN-61

3736 January 1901 4-6-0 19.5x28-61  
Saint Louis, Iron Mountain & Southern #1709  
sold to Missouri Pacific #2316  
class TN-61

3737 January 1901 4-6-0 19.5x28-61  
Saint Louis, Iron Mountain & Southern #1710  
May 1917 sold to Missouri Pacific #2317  
class TN-61

3738 January 1901 4-6-0 19.5x28-61  
Saint Louis, Iron Mountain & Southern #1711  
May 1917 sold to Missouri Pacific #2318  
class TN-61

3739 January 1901 4-6-0 19.5x28-61  
Saint Louis, Iron Mountain & Southern #1712  
May 1917 sold to Missouri Pacific #2319  
class TN-61

3740 January 1901 4-6-0 19.5x28-61  
 Saint Louis, Iron Mountain & Southern #1713  
 May 1917 sold to Missouri Pacific #2320  
 class TN-61

3741 February 1901 4-6-0 19.5x28-61  
 Saint Louis, Iron Mountain & Southern #1714  
 May 1917 sold to Missouri Pacific #2321  
 class TN-61

3742 February 1901 4-6-0 19.5x28-61  
 Saint Louis, Iron Mountain & Southern #1715  
 May 1917 sold to Missouri Pacific #2322  
 class TN-61

3743 January 1901 2-6-0 19x24-50  
 Reynoldsville & Falls Creek #6  
 1906 sold to Rural Valley #3, Yatesboro, Pennsylvania  
 July 1925 sold to Buffalo, Rochester & Pittsburgh #3 (2<sup>nd</sup>)  
 class RV  
 1926 scrapped

3758 00/1901 2-6-0 3' gauge  
 Ohio River & Western #12  
 July 1920 to Pennsylvania Railroad F-odd #9668 (1<sup>st</sup>)  
 October 1928 sold to E. P. Gaynor (dealer)  
 KAY

3817 00/1901 2-6-2  
 New York Central #3660  
 00/1905 to New York Central (Lake Shore & Michigan Southern) J-40b  
 #4660 (1<sup>st</sup>)  
 ca. 1909 rebuilt J-40f  
 New York Central (Lake Shore & Michigan Southern) J-40f #4660 (1<sup>st</sup>)  
 00/1925 retired from service  
 September 1925 scrapped  
 BAX

3841 April 1901 4-6-0 20x28-64.3"  
 Chicago, Rock Island & Pacific MP-14a #1420  
 to Chicago, Rock Island & Pacific D-30 #1420  
 to Chicago, Rock Island & Pacific T-28 #1420  
 March 1935 scrapped  
 AAT

3842 April 1901 4-6-0 20x28-64.3"  
 Chicago, Rock Island & Pacific MP-14a #1421  
 to Chicago, Rock Island & Pacific D-30 #1421  
 to Chicago, Rock Island & Pacific T-28 #1421  
 April 1943 scrapped  
 AAT

3843 April 1901 4-6-0 20x28-64.3"  
 Chicago, Rock Island & Pacific MP-14a #1422  
 to Chicago, Rock Island & Pacific D-30 #1422  
 to Chicago, Rock Island & Pacific T-28 #1422  
 July 1934 scrapped  
 AAT

3844 May 1901 2-8-0 20x26-56" Order B-8  
 Pere Marquette C-2 #344  
 September 1929 scrapped  
 AAT

3845 May 1901 4-6-0 20x28-64.7"  
 Chicago, Rock Island & Pacific MP-13a #1454  
 to Chicago, Rock Island & Pacific D-30 #1454  
 to Chicago, Rock Island & Pacific T-30 #1454  
 August 1936 scrapped  
 AAT

3846 May 1901 4-6-0 19½x28-61"  
 Missouri Pacific TN-61 #1218  
 by 1911 to Missouri Pacific TN-61 #2358  
 AAT

3847 May 1901 4-6-0 19½x28-61"  
 Missouri Pacific TN-61 #1219  
 by 1911 to Missouri Pacific TN-61 #2359  
 AAT

3848 May 1901 4-6-0 19½x28-61"  
 Missouri Pacific TN-61 #1220  
 by 1911 to Missouri Pacific TN-61 #2360  
 AAT

3849 May 1901 4-6-0 19½x28-61"  
 Missouri Pacific TN-61 #1221  
 by 1911 to Missouri Pacific TN-61 #2361  
 AAT

3850 May 1901 4-6-0 19½x28-61”  
Missouri Pacific TN-61 #1222  
by 1911 to Missouri Pacific TN-61 #2362  
AAT

3851 May 1901 4-6-0 19½x28-61”  
Missouri Pacific TN-61 #1223  
by 1911 to Missouri Pacific TN-61 #2363  
AAT

3852 May 1901 4-6-0 19½x28-61”  
Missouri Pacific TN-61 #1224  
by 1911 to Missouri Pacific TN-61 #2364  
AAT

3853 May 1901 4-6-0 19½x28-61”  
Missouri Pacific TN-61 #1225  
by 1911 to Missouri Pacific TN-61 #2365  
AAT

3854 May 1901 4-6-0 19½x28-61”  
Missouri Pacific TN-61 #1226  
by 1911 to Missouri Pacific TN-61 #2366  
AAT

3855 May 1901 4-6-0 19½x28-61”  
Missouri Pacific TN-61 #1227  
by 1911 to Missouri Pacific TN-61 #2367  
AAT

3856 May 1901 4-6-0 19½x28-61”  
Missouri Pacific TN-61 #1228  
by 1911 to Missouri Pacific TN-61 #2368  
AAT

3857 May 1901 4-6-0 19½x28-61”  
Missouri Pacific TN-61 #1229  
by 1911 to Missouri Pacific TN-61 #2369  
AAT

3858 May 1901 4-6-0 19½x28-61”  
Missouri Pacific TN-61 #1230  
by 1911 to Missouri Pacific TN-61 #2370  
AAT

3859 May 1901 4-6-0 19½x28-61”  
Missouri Pacific TN-61 #1231  
by 1911 to Missouri Pacific TN-61 #2371  
AAT

3860 May 1901 4-6-0 19½x28-61”  
Missouri Pacific TN-61 #1232  
by 1911 to Missouri Pacific TN-61 #2372  
AAT

3861 May 1901 4-6-0 19½x28-61”  
Missouri Pacific TN-61 #1233  
by 1911 to Missouri Pacific TN-61 #2373  
AAT

3862 May 1901 4-6-0 19½x28-61”  
Missouri Pacific TN-61 #1234  
by 1911 to Missouri Pacific TN-61 #2374  
AAT

3863 May 1901 4-6-0 19½x28-61”  
Missouri Pacific TN-61 #1235  
by 1911 to Missouri Pacific TN-61 #2375  
AAT

3864 May 1901 4-6-0 19½x28-61”  
Missouri Pacific TN-61 #1236  
by 1911 to Missouri Pacific TN-61 #2376  
AAT

3865 June 1901 2-6-2 20½x28-81”  
Lake Shore & Michigan Southern Jb #652  
1905 to New York Central J-40b #3652  
1905 to New York Central (Lake Shore & Michigan Southern) J-40b  
#4652 (1<sup>st</sup>)  
November 1909 rebuilt J-40f  
New York Central (Lake Shore & Michigan Southern) J-40f #4652 (1<sup>st</sup>)  
October 1924 scrapped  
boiler to #1133  
AAT, BAX



3866 June 1901 2-6-2 20½x28-81”

Lake Shore & Michigan Southern Jb #653

1905 to New York Central J-40b #3653

1905 to New York Central (Lake Shore & Michigan Southern) J-40b  
#4653 (1<sup>st</sup>)

June 1909 rebuilt J-40

New York Central (Lake Shore & Michigan Southern) J-40 #4653 (1<sup>st</sup>)

October 1925 scrapped

AAT, BAX

3867 June 1901 2-6-2 20½x28-81”

Lake Shore & Michigan Southern Jb #654

1905 to New York Central J-40b #3654

1905 to New York Central (Lake Shore & Michigan Southern) J-40b  
#4654 (1<sup>st</sup>)

January 1911 rebuilt J-40

New York Central (Lake Shore & Michigan Southern) J-40 #4654 (1<sup>st</sup>)

December 1925 scrapped

boiler to #1135

AAT, BAX

3868 June 1901 2-6-2 20½x28-81”

Lake Shore & Michigan Southern Jb #655

1905 to New York Central J-40b #3655

1905 to New York Central (Lake Shore & Michigan Southern) J-40b  
#4655 (1<sup>st</sup>)

April 1910 rebuilt J-40

New York Central (Lake Shore & Michigan Southern) J-40 #4655 (1<sup>st</sup>)

December 1925 scrapped

AAT, BAX

3869 June 1901 2-6-2 20½x28-81”

Lake Shore & Michigan Southern Jb #656

1905 to New York Central J-40b #3656

1905 to New York Central (Lake Shore & Michigan Southern) J-40b  
#4656 (1<sup>st</sup>)

May 1910 rebuilt J-40

New York Central (Lake Shore & Michigan Southern) J-40 #4656 (1<sup>st</sup>)

September 1924 scrapped

AAT, BAX

3870 June 1901 2-6-2 20½x28-81”

Lake Shore & Michigan Southern Jb #657

1905 to New York Central J-40b #3657

1905 to New York Central (Lake Shore & Michigan Southern) J-40b  
#4657

August 1909 rebuilt J-40

New York Central (Lake Shore & Michigan Southern) J-40 #4657

September 1925 scrapped

boiler to #1138

AAT, BAX

3871 June 1901 2-6-2 20½x28-81”

Lake Shore & Michigan Southern Jb #658

1905 to New York Central J-40b #3658

1905 to New York Central (Lake Shore & Michigan Southern) J-40b  
#4658 (1<sup>st</sup>)

October 1910 rebuilt J-40

New York Central (Lake Shore & Michigan Southern) J-40 #4658 (1<sup>st</sup>)

August 1925 scrapped

boiler to #1139

AAT, BAX

3872 June 1901 2-6-2 20½x28-81”

Lake Shore & Michigan Southern Jb #659

1905 to New York Central (Lake Shore & Michigan Southern) J-40b  
#3659

1905 to New York Central (Lake Shore & Michigan Southern) J-40b  
#4659 (1<sup>st</sup>)

1918 rebuilt

New York Central (Lake Shore & Michigan Southern) J-40F #4659 (1<sup>st</sup>)

December 1925 scrapped

AAT, BAX

3873 June 1901 2-6-2 20½x28-81”

Lake Shore & Michigan Southern Jb #661

1905 to New York Central (Lake Shore & Michigan Southern) J-40b  
#3661

1905 New York Central (Lake Shore & Michigan Southern) J-40B  
#4661 (1<sup>st</sup>)

May 1910 (AAT says 1909) rebuilt

New York Central (Lake Shore & Michigan Southern) J-40F #4661 (1<sup>st</sup>)

December 1925 (AAT says September 1925) scrapped

AAT, BAX

3874 June 1901 2-6-2 20½x28-81”

Lake Shore & Michigan Southern Jb #662

1905 to New York Central (Lake Shore & Michigan Southern) #3662

1905 to New York Central (Lake Shore & Michigan Southern) J-40B  
#4662 (1<sup>st</sup>)

May 1910 rebuilt

New York Central (Lake Shore & Michigan Southern) J-40 #4662 (1<sup>st</sup>)  
boiler to #1142

December 1925 scrapped

AAT, BAX

3875 June 1901 0-6-0 20x26-50”

Union Railroad #49

1930 sold to Quakertown & Bethlehem #49

1937 scrapped

AAT

3876 June 1901 0-6-0 20x26-50”

Union Railroad #50

June 1917 in service

AAT

3877 June 1901 2-8-0 21x30-63”

Lake Shore & Michigan Southern B-2a #750

1905 sold to New York Central G-43a #5750

June 1929 scrapped

AAT

3878 June 1901 2-8-0 21x30-63”

Lake Shore & Michigan Southern B-2a #751

1905 to New York Central G-43a #5751

November 1923 scrapped

AAT

3879 June 1901 2-8-0 21x30-63”

Lake Shore & Michigan Southern B-2a #752

1905 sold to New York Central G-43a #5752

May 1932 scrapped

AAT

3880 June 1901 2-8-0 21x30-63”

Lake Shore & Michigan Southern B-2a #753

1905 to New York Central G-43a #5753

December 1923 scrapped

AAT

3893 1901 2-8-0

#5766

1936 to New York Central (Lake Shore & Michigan Southern) G-43a  
#1101 (3<sup>rd</sup>)

August 1949 scrapped

BAX

3896 June 1901 2-8-0 21x30-63”

Lake Shore & Michigan Southern B-2a #769

1905 to New York Central G-43a #5769

October 1926 scrapped

AAT

3897 July 1901 4-6-0 19x24-56”

Jamestown, Chatauqua & Lake Erie #11

1915 sold to Birmingham Rail & Locomotive

July 28, 1915 sold to J. E. Franks (dealer)

1915 sold to Kirby Lumber Company #64

to Kirby Lumber Company #78

to Kirby Lumber Company #82

to Kirby Lumber Company #261

AAT

3989 July 1901 0-6-0 20x26-51”

Central Railroad of New Jersey B-3 #1

December 1934 scrapped

AAT

3899 July 1901 0-6-0 20x26-51”

Central Railroad of New Jersey B-3 #2

December 1934 scrapped

AAT

3900 July 1901 0-6-0 20x26-51"  
 Central Railroad of New Jersey B-3 #3  
 March 1947 scrapped  
 AAT

3901 July 1901 0-6-0 20x26-51"  
 Central Railroad of New Jersey B-3 #4  
 May 1952 scrapped  
 AAT

3902 July 1901 0-6-0 20x26-51"  
 Central Railroad of New Jersey B-3 #5  
 February 1952 scrapped  
 AAT

3903 July 1901 0-6-0 20x26-51"  
 Central Railroad of New Jersey B-3 #6  
 December 1934 scrapped  
 AAT

3904 July 1901 0-6-0 20x26-51"  
 Central Railroad of New Jersey B-3 #7  
 November 1934 scrapped  
 AAT

3905 July 1901 0-6-0 20x26-51"  
 Central Railroad of New Jersey B-3 #8  
 December 1934 scrapped  
 AAT

3906 July 1901 0-6-0 19x26-50"  
 Hocking Valley #101 (2<sup>nd</sup>)  
 September 1920 sold to General Equipment (dealer)  
 AAT

3907 July 1901 0-6-0 19x26-50"  
 Hocking Valley #102 (2<sup>nd</sup>)  
 August 1920 sold to Isabella Mining Company #102  
 sold to Etna & Montrose #4  
 AAT

3908 July 1901 0-6-0 19x26-50"  
 Hocking Valley #103 (2<sup>nd</sup>)  
 by May 1930 off roster  
 AAT

3909 July 1901 0-6-0 19x26-50"  
 Hocking Valley #104 (2<sup>nd</sup>)  
 by 1926 off roster  
 AAT

3910 July 1901 0-6-0 19x26-50"  
 Hocking Valley #105  
 August 1920 sold to General Equipment  
 AAT

3911 July 1901 4-4-2 20½x26-78½"  
 Chicago, Rock Island & Pacific #1303  
 1902 to Chicago, Rock Island & Pacific #1006  
 June 1928 scrapped  
 AAT

3912 July 1901 4-4-2 20½x26-78½"  
 Chicago, Rock Island & Pacific #1304  
 to Chicago, Rock Island & Pacific #1007  
 March 1928 scrapped  
 AAT

3913 July 1901 4-4-2 20½x26-78½"  
 Chicago, Rock Island & Pacific #1305  
 to Chicago, Rock Island & Pacific #1008  
 September 1928 scrapped  
 AAT

3914 September 1901 4-4-2 20½x26-78½"  
 Chicago, Rock Island & Pacific #1306  
 1902 to Chicago, Rock Island & Pacific #1009  
 June 1934 scrapped  
 AAT

3915 July 1901 2-8-0 21x30-63"  
 Lake Shore & Michigan Southern B-2a #770  
 1905 to New York Central G-43a #5770  
 July 1929 scrapped  
 AAT

3916 July 1901 2-8-0 21x30-63"  
 Lake Shore & Michigan Southern B-2a #771  
 1905 to New York Central (Lake Shore & Michigan Southern) G-43a  
 #5771 (1<sup>st</sup>)  
 February 1933 scrapped  
 AAT, BAX

3917 July 1901 2-8-0 21x30-63”  
Lake Shore & Michigan Southern B-2a #772 (AAT says #722)  
1905 to New York Central (Lake Shore & Michigan Southern) G-43a  
#5772 (1<sup>st</sup>)  
November 1923 scrapped  
AAT, BAX

3918 July 1901 2-8-0 21x30-63”  
Lake Shore & Michigan Southern B-2a #773  
1905 to New York Central (Lake Shore & Michigan Southern) G-43a  
#5773 (1<sup>st</sup>)  
March 1932 scrapped  
AAT, BAX

3919 July 1901 2-8-0 21x30-63”  
Lake Shore & Michigan Southern B-2a #774  
1905 to New York Central (Lake Shore & Michigan Southern) G-43a  
#5774 (1<sup>st</sup>)  
December 1923 scrapped  
AAT, BAX

3920 August 1901 2-8-0 21x30-63”  
Lake Shore & Michigan Southern B-2a #775  
1905 to New York Central (Lake Shore & Michigan Southern) G-43a  
#5775 (1<sup>st</sup>)  
1936 to New York Central (Lake Shore & Michigan Southern) G-43a  
#1102 (3<sup>rd</sup>)  
August 1949 scrapped  
AAT, BAX

3921 August 1901 2-8-0 21x30-63”  
Lake Shore & Michigan Southern B-2a #776  
1905 to New York Central (Lake Shore & Michigan Southern) G-43a  
#5776 (1<sup>st</sup>)  
November 1923 scrapped  
AAT, BAX

3922 August 1901 2-8-0 21x30-63”  
Lake Shore & Michigan Southern B-2a #777  
1905 to New York Central (Lake Shore & Michigan Southern) G-43a  
#5777 (1<sup>st</sup>)  
June 1929 scrapped  
AAT, BAX

3923 August 1901 2-8-0 21x30-63”  
Lake Shore & Michigan Southern B-2a #778  
1905 to New York Central (Lake Shore & Michigan Southern) G-43a  
#5778 (1<sup>st</sup>)  
October 1926 scrapped  
AAT, BAX

3924 August 1901 2-8-0 21x30-63”  
Lake Shore & Michigan Southern B-2a #779  
1905 to New York Central (Lake Shore & Michigan Southern) G-43a  
#5779 (1<sup>st</sup>)  
December 1923 sold to Saint Louis & Hannibal  
AAT, BAX

3925 August 1901 4-6-0 3'6” gauge 16x22-49”  
New Zealand Government Railway Ub #17  
1933 retired from service  
October 1933 scrapped  
AAT

3926 August 1901 4-4-2 20½x26-72”  
Buffalo, Rochester & Pittsburgh W-2 #162  
January 1914 rebuilt  
Buffalo, Rochester & Pittsburgh W-2r #162  
October 1924 rebuilt with new boiler  
January 1932 sold to Baltimore & Ohio Railroad A-6 #1487  
1936 retired from service  
AAT

3927 August 1901 4-4-2 20.2x26-72”  
Buffalo, Rochester & Pittsburgh W-2 #163  
December 1913 rebuilt  
Buffalo, Rochester & Pittsburgh W-2r #163  
July 1924 rebuilt with new boiler  
January 1932 sold to Baltimore & Ohio Railroad A-6 #1488  
1936 retired from service  
AAT

3928 August 1901 4-6-0 20x28-67"  
San Pedro, Los Angeles & Salt Lake #200  
August 1916 sold to Los Angeles & Salt Lake #3200  
1921 sold to Union Pacific #1591  
September 1925 retired from service  
1925 scrapped  
AAT

3929 August 1901 4-6-0 20x28-67"  
San Pedro, Los Angeles & Salt Lake #201  
August 1916 sold to Los Angeles & Salt Lake #3201  
to Union Pacific #1592  
September 1925 retired from service  
1925 scrapped  
AAT

3930 August 1901 4-6-0 20x28-64.7"  
Chicago, Rock Island & Pacific #1423  
August 1936 scrapped  
AAT

3931 August 1901 4-6-0 20x28-64.7"  
Chicago, Rock Island & Pacific #1424  
February 1939 scrapped  
AAT

3932 August 1901 4-6-0 20x28-64.7"  
Chicago, Rock Island & Pacific #1425  
December 1935 scrapped  
AAT

3933 August 1901 4-6-0 20x28-64.7"  
Chicago, Rock Island & Pacific #1426  
November 1938 scrapped  
AAT

3934 August 1901 4-6-0 20x28-64.7"  
Chicago, Rock Island & Pacific #1427  
August 1934 scrapped  
AAT

3935 August 1901 4-6-0 20x28-64.7"  
Chicago, Rock Island & Pacific #1428  
June 1934 scrapped  
AAT

3936 August 1901 4-6-0 20x28-64.7"  
Chicago, Rock Island & Pacific #1429  
May 1934 scrapped  
AAT

3937 August 1901 2-8-0 20x26-54"  
Hocking Valley #233  
by May 1930 off roster  
AAT

3938 August 1901 2-8-0 20x26-54"  
Hocking Valley #234  
by May 1930 off roster  
AAT

3939 August 1901 2-8-0 20x26-54"  
Hocking Valley #235  
by May 1930 off roster  
AAT

3940 August 1901 2-8-0 20x26-54"  
Hocking Valley #236  
by May 1930 off roster  
AAT

3941 August 1901 2-8-0 20x26-54"  
Hocking Valley #237  
by May 1930 off roster  
AAT

3942 August 1901 4-6-0 20x28-69"  
Central Railroad of New Jersey L-5 #483  
1903 to Central Railroad of New Jersey L-5 #160  
October 1952 scrapped  
AAT

3943 August 1901 4-6-0 20x28-69"  
Central Railroad of New Jersey L-5 #484  
1903 to Central Railroad of New Jersey L-5 #161  
February 1952 scrapped  
AAT

3944 August 1901 4-6-0 20x28-69"  
Central Railroad of New Jersey L-5 #485  
1903 to Central Railroad of New Jersey L-5 #162  
August 1950 scrapped  
AAT

3945 September 1901 4-6-0 20x28-69"  
Central Railroad of New Jersey L-5 #486  
1903 to Central Railroad of New Jersey L-5 #163  
August 1950 scrapped  
AAT

3946 September 1901 4-6-0 20x28-69"  
Central Railroad of New Jersey L-5 #487  
1903 to Central Railroad of New Jersey L-5 #164  
October 1952 scrapped  
AAT

3947 September 1901 4-6-0 20x28-69"  
Central Railroad of New Jersey L-5 #488  
1903 to Central Railroad of New Jersey L-5 #165  
October 1952 scrapped  
AAT

3948 September 1901 4-6-0 20x28-69"  
Central Railroad of New Jersey L-5 #489  
1903 to Central Railroad of New Jersey L-5 #166  
April 1936 scrapped  
AAT

3949 August 1901 0-6-0 18x24-51"  
Burlington, Cedar Rapids & Northern #19  
June 1903 to Chicago, Rock Island & Pacific #193  
May 1934 scrapped  
AAT

3950 August 1901 0-6-0 18x24-51"  
Burlington, Cedar Rapids & Northern #20  
June 1903 sold to Chicago, Rock Island & Pacific #194  
May 1934 scrapped  
AAT

3951 August 1901 4-6-0 20x26-63"  
Burlington, Cedar Rapids & Northern #205  
June 1903 sold to Chicago, Rock Island & Pacific #1495  
December 1936 scrapped  
AAT

3952 August 1901 4-6-0 20x26-63"  
Burlington, Cedar Rapids & Northern #206  
June 1903 sold to Chicago, Rock Island & Pacific #1496  
December 1942 scrapped  
AAT

3953 August 1901 4-6-0 20x26-63"  
Burlington, Cedar Rapids & Northern #207  
June 1903 sold to Chicago, Rock Island & Pacific #1497  
December 1938 scrapped  
AAT

3954 August 1901 4-6-0 20x26-63"  
Burlington, Cedar Rapids & Northern #208  
June 1903 to Chicago, Rock Island & Pacific #1498  
March 1928 scrapped  
AAT

3955 August 1901 4-6-0 20x26-63"  
Burlington, Cedar Rapids & Northern #209  
June 1903 sold to Chicago, Rock Island & Pacific #1499  
by 1935 off roster  
AAT

3956 September 1901 2-6-0 3' gauge 15x18-38"  
Tionesta Valley #9  
1939 scrapped  
AAT

3957 September 1901 4-8-0 20x32-55"  
Central Railroad of New Jersey #467  
1903 to Central Railroad of New Jersey K-1 #477  
April 1947 scrapped  
AAT

3958 September 1901 4-8-0 20x32-55"  
Central Railroad of New Jersey K-1 #468  
1903 to Central Railroad of New Jersey K-1 #478  
July 1947 scrapped  
AAT

3959 September 1901 4-8-0 20x32-55"  
Central Railroad of New Jersey K-1 #469  
1903 to Central Railroad of New Jersey K-1 #479  
July 1945 scrapped  
AAT

3960 September 1901 4-8-0 20x32-55"  
Central Railroad of New Jersey K-1 #470  
September 1937 scrapped  
AAT

3961 September 1901 4-8-0 20x32-55"  
Central Railroad of New Jersey K-1 #471  
March 1937 scrapped  
AAT

3962 September 1901 4-8-0 20x32-55"  
Central Railroad of New Jersey K-1 #472  
November 1947 scrapped  
AAT

3963 September 1901 4-8-0 20x32-55"  
Central Railroad of New Jersey K-1 #473  
December 1934 scrapped  
AAT

3964 September 1901 4-8-0 20x32-55"  
Central Railroad of New Jersey K-1 #474  
March 1947 scrapped  
AAT

3965 September 1901 4-8-0 20x32-55"  
Central Railroad of New Jersey K-1 #475  
March 1947 scrapped  
AAT

3966 September 1901 4-8-0 20x32-55"  
Central Railroad of New Jersey K-1 #476  
March 1947 scrapped  
AAT

3967 September 1901 4-4-2 20½x26-85"  
Central Railroad of New Jersey #588  
1903 to Central Railroad of New Jersey #591  
May 1911 rebuilt  
79" drivers  
Central Railroad of New Jersey P-5 #591  
July 1915 rebuilt  
September 1920 rebuilt  
22x26"  
Central Railroad of New Jersey P-6s #591  
1945 to Central Railroad of New Jersey A-28 #591  
February 1947 scrapped  
AAT

3968 September 1901 4-4-2 20½x26-85"  
Central Railroad of New Jersey #589  
1903 to Central Railroad of New Jersey #592  
June 1913 rebuilt  
79" drivers  
Central Railroad of New Jersey P-5 #592  
November 1919 rebuilt  
22x26"  
Central Railroad of New Jersey P-6s #592  
1945 to Central Railroad of New Jersey A-28 #592  
May 1954 sent to Baltimore & Ohio Railroad Museum #592 (as CNJ 592)  
AAT

3969 September 1901 4-4-2 20½x26-85"  
Central Railroad of New Jersey #590  
July 1910 rebuilt  
79" drivers  
Central Railroad of New Jersey P-5 #590  
October 1915 rebuilt  
June 1919 rebuilt  
22x26"  
Central Railroad of New Jersey P-6s #590  
1945 to Central Railroad of New Jersey A-28 #590  
July 1946 scrapped  
AAT

3970 September 1901 4-4-0 18x26-72"  
 Toledo & Ohio Central #119  
 1904 to Toledo & Ohio Central #455  
 1911 to New York Central (Toledo & Ohio Central) C-96a #9556 (1<sup>st</sup>)  
 October 1929 retired from service  
 AAT, BAX

3971 September 1901 4-4-0 18x26-72"  
 Toledo & Ohio Central #120  
 1904 to Toledo & Ohio Central #456  
 1911 to New York Central (Toledo & Ohio Central) C-96a #9557 (2<sup>nd</sup>)  
 November 1924 scrapped  
 AAT, BAX

3972 September 1901 4-4-0 18x26-72"  
 Toledo & Ohio Central #121  
 1904 to Toledo & Ohio Central #457  
 1911 to New York Central (Toledo & Ohio Central) C-96a #9558 (1<sup>st</sup>)  
 May 1927 retired from service  
 scrapped  
 AAT, BAX

3973 September 1901 2-8-0 19½x28-55"  
 Saint Louis, Iron Mountain & Southern #1851  
 1917 to Missouri Pacific C-55 #501  
 AAT

3974 September 1901 2-8-0 19½x28-55"  
 Saint Louis, Iron Mountain & Southern #1852  
 1917 to Missouri Pacific C-55 #502  
 AAT

3975 September 1901 2-8-0 19½x28-55"  
 Saint Louis, Iron Mountain & Southern #1853  
 1917 to Missouri Pacific C-55 #503  
 AAT

3976 September 1901 2-8-0 19½x28-55"  
 Saint Louis, Iron Mountain & Southern #1854  
 1917 to Missouri Pacific C-55 #504  
 Aat

3977 September 1901 2-8-0 19½x28-55"  
 Saint Louis, Iron Mountain & Southern #1855  
 1917 sold to Missouri Pacific C-55 #505  
 AAT

3978 September 1901 2-8-0 19½x28-55"  
 Saint Louis, Iron Mountain & Southern #1856  
 1917 to Missouri Pacific C-55 #506  
 AAT

3979 September 1901 2-8-0 19½x28-55" belpaire firebox  
 Saint Louis, Iron Mountain & Southern #1857  
 1917 to Missouri Pacific C-55 #507  
 AAT

3980 September 1901 2-8-0 19½x28-55"  
 Saint Louis, Iron Mountain & Southern #1858  
 1917 to Missouri Pacific C-55 #508  
 sold to El Dorado & Wesson #14  
 AAT

3981 September 1901 2-8-0 19½x28-55"  
 Saint Louis, Iron Mountain & Southern #1859  
 1917 to Missouri Pacific C-55 #509  
 AAT

3982 September 1901 2-8-0 19½x28-55"  
 Saint Louis, Iron Mountain & Southern #1860  
 1917 sold to Missouri Pacific C-55 #510  
 AAT

3983 September 1901 2-8-0 19½x28-55"  
 Saint Louis, Iron Mountain & Southern #1861  
 1917 to Missouri Pacific C-55 #511  
 AAT

3984 September 1901 2-8-0 19½x28-55"  
 Saint Louis, Iron Mountain & Southern #1862  
 1917 to Missouri Pacific C-55 #512  
 AAT

3985 September 1901 2-8-0 19½x28-55"  
 Saint Louis, Iron Mountain & Southern #1863  
 1917 to Missouri Pacific C-55 #513  
 AAT

3986 September 1901 2-8-0 19½x28-55"  
 Saint Louis, Iron Mountain & Southern #1864  
 1917 to Missouri Pacific C-55 #514  
 sold to Ashley Drew & Northern #125  
 AAT



3987 September 1901 2-8-0 19½x28-55”  
Saint Louis, Iron Mountain & Southern #1865  
1917 to Missouri Pacific C-55 #515  
sold to El Dorado & Wesson #16  
AAT

3988 October 1901 4-4-2 20½x26-73”  
Chicago, Indianapolis & Louisville I-1 #300  
1911 to Chicago, Indianapolis & Louisville I-1 #391  
December 1936 scrapped  
AAT

3989 October 1901 4-4-2 20½x26-73”  
Chicago, Indianapolis & Louisville I-1 #301  
1911 to Chicago, Indianapolis & Louisville I-1 #391  
December 1936 scrapped  
AAT

3990 October 1901 4-6-0 20 x28-64.7”  
Chicago, Rock Island & Pacific #1430  
March 1937 scrapped  
AAT

3991 October 1901 4-6-0 20x28-64.7”  
Chicago, Rock Island & Pacific #1431  
August 1935 scrapped  
AAT

3992 October 1901 4-6-0 20x28-64.7”  
Chicago, Rock Island & Pacific #1432  
September 1936 scrapped  
AAT

3993 October 1901 4-6-0 20x28-64.7”  
Chicago, Rock Island & Pacific #1433  
September 1940 scrapped  
AAT

3994 October 1901 4-6-0 20x28-64.7”  
Chicago, Rock Island & Pacific #1434  
September 1934 scrapped  
AAT

3995 October 1901 4-6-0 20x28-64.7”  
Chicago, Rock Island & Pacific #1435  
December 1938 scrapped  
AAT

3996 October 1901 4-6-0 20x28-64.7”  
Chicago, Rock Island & Pacific #1436  
January 1941 scrapped  
AAT

3997 October 1901 4-6-0 20x28-64.7”  
Chicago, Rock Island & Pacific #1437  
November 1936 scrapped  
AAT

3998 October 1901 4-6-0 20x28-64.7”  
Chicago, Rock Island & Pacific #1438  
October 1935 scrapped  
AAT

3999 October 1901 4-6-0 20x28-64.7”  
Chicago, Rock Island & Pacific #1439  
August 1936 scrapped  
AAT

4000 October 1901 4-6-0 20x28-64.7”  
Chicago, Rock Island & Pacific #1440  
November 1935 scrapped  
AAT

4001 October 1901 4-6-0 20x28-64.7”  
Chicago, Rock Island & Pacific #1441  
August 1934 scrapped  
AAT

4002 October 1901 4-6-0 20x28-64.7”  
Chicago, Rock Island & Pacific #1442  
August 1934 scrapped  
AAT

4003 October 1901 4-6-0 20x28-64.7”  
Chicago, Rock Island & Pacific #1443  
September 1940 scrapped  
AAT

4004 October 1901 4-6-0 20x28-64.7”  
Chicago, Rock Island & Pacific #1444  
May 1936 scrapped  
AAT

4005 October 1901 4-6-0 20x28-64.7"  
Chicago, Rock Island & Pacific #1445  
June 1934 scrapped  
AAT

4006 October 1904 4-6-0 20x28-64.7"  
Chicago, Rock Island & Pacific #1446  
August 1934 scrapped  
AAT

4007 October 1901 4-6-0 20x28-64.7"  
Chicago, Rock Island & Pacific #1447  
December 1935 scrapped  
AAT

4008 October 1901 4-6-0 20x28-64.7"  
Chicago, Rock Island & Pacific #1448  
September 1934 scrapped  
AAT

4009 October 1901 4-6-0 20x28-64.7"  
Chicago, Rock Island & Pacific #1449  
July 1934 scrapped  
AAT

4010 October 1901 4-6-0 20x28-64.7"  
Chicago, Rock Island & Pacific #1450  
April 1934 scrapped  
AAT

4011 October 1901 4-6-0 20x28-64.7"  
Chicago, Rock Island & Pacific #1451  
August 1934 scrapped  
AAT

4012 October 1901 4-6-0 20x28-64.7"  
Chicago, Rock Island & Pacific #1452  
August 1936 scrapped  
AAT

4013 October 1901 4-6-0 20x28-64.7"  
Chicago, Rock Island & Pacific #1453  
August 1934 scrapped  
AAT

4014 October 1901 4-8-0 20x26-55  
Buffalo, Rochester & Pittsburgh S-3 #240  
December 1922 sold to Southern Iron & Equipment Company #1777  
July 11, 1923 sold to Gainesville Midland #106  
00/1927 rebuilt 2-8-0  
AAT

4015 October 1901 4-8-0 20x26-55  
Buffalo, Rochester & Pittsburgh S-3 #241  
00/1919 sold to Southern Iron & Equipment Company #1422  
October 1919 sold to Cubano de Hershey #7, Cuba  
AAT

4016 October 1901 4-8-0 20x26-55  
Buffalo, Rochester & Pittsburgh S-3 #242  
00/1919 sold to Southern Iron & Equipment Company #1421  
August 24, 1919 sold to Fort Smith & Western #34  
April 1934 scrapped  
AAT

4017 October 1901 4-8-0 20x26-55  
Buffalo, Rochester & Pittsburgh S-3 #243  
00/1923 sold to Southern Iron & Equipment Company #1856  
July 1923 sold to Brooks Calloway #9  
AAT

4018 October 1901 4-8-0 20x26-56  
Buffalo, Rochester & Pittsburgh S-3 #244  
00/1918 sold to Southern Iron & Equipment Company #1275  
April 1, 1918 sold to DuPont Engineering Company of Nashville #6  
(lettered U. S. of A.)  
AAT

4019 October 1901 4-8-0 20x26-55  
Buffalo, Rochester & Pittsburgh S-3 #245  
00/1919 sold to Southern Iron & Equipment Company #1431  
00/1919 sold to ?  
00/1919 sold to Southern Iron & Equipment Company #1490  
March 20, 1920 sold to Cubano de Hershey #9, Cuba  
AAT

4020 October 1901 0-6-0 19x26-57  
Peoria & Pekin Union D #24  
by 1931 off roster  
AAT

4021 October 1901 2-6-0 19x26-63

Peoria & Pekin Union E #25

by 1927 off roster

AAT

4022 November 1901 4-8-0 21x32-55

Saint Louis, Iron Mountain & Southern #1801

May 1917 sold to Missouri Pacific #1801

TW-55 class

AAT

4023 November 1901 4-8-0 21x32-55

Saint Louis, Iron Mountain & Southern #1802

May 1917 sold to Missouri Pacific #1802

TW-55 class

AAT

4024 November 1901 4-8-0 21x32-55

Saint Louis, Iron Mountain & Southern #1803

May 1917 sold to Missouri Pacific #1803

TW-55 class

AAT

4025 November 1901 4-8-0 21x32-55

Saint Louis, Iron Mountain & Southern #1804

May 1917 sold to Missouri Pacific #1804

TW-55 class

AAT

4026 November 1901 4-8-0 21x32-55

Saint Louis, Iron Mountain & Southern #1805

May 1917 sold to Missouri Pacific #1805

TW-55 class

AAT

4027 November 1901 4-8-0 21x32-55

Saint Louis, Iron Mountain & Southern #1806

May 1917 sold to Missouri Pacific #1806

TW-55 class

AAT

4028 November 1901 2-8-0 20x26-55

Pere Marquette C-2 #330

June 1935 scrapped

AAT

4029 November 1901 2-8-0 20x26-56

Pere Marquette C-2 #331

00/1932 scrapped

AAT

4030 November 1901 2-8-0 20x26-56

Pere Marquette C-2 #332

00/1932 scrapped

AAT

4031 November 1901 2-8-0 20x26-56

Pere Marquette C-2 #333

May 1930 scrapped

AAT

4032 November 1901 2-8-0 20x26-56

Pere Marquette C-2 #334

January 1934 scrapped

AAT

4033 November 1901 2-8-0 20x26-56

Pere Marquette C-2 #335

00/1932 scrapped

AAT

4034 November 1901 2-8-0 20x26-56

Pere Marquette C-2 #336

July 1929 scrapped

AAT

4035 November 1901 2-8-0 20x26-56

Pere Marquette C-2 #337

May 1930 scrapped

AAT

4036 November 1901 4-4-2 19x26-72

Pere Marquette A-4 #392

July 1929 scrapped

AAT

4037 November 1901 4-4-2 19x26-72

Pere Marquette A-4 #393

February 1934 scrapped

AAT

4038 November 1901 4-4-2 19x26-72  
Pere Marquette A-4 #394  
September 1929 scrapped  
AAT

4039 January 1902 0-6-0 19x26-50  
Pere Marquette S-2 #404  
March 1934 scrapped  
AAT

4040 January 1902 0-6-0 19x26-50  
Pere Marquette S-2 #405  
February 1934 scrapped  
AAT

4041 January 1902 0-6-0 19x26-50  
Pere Marquette S-2 #406  
00/1936 scrapped  
AAT

4042 November 1901 2-8-0 20x32-55  
Great Northern F-6 #1110 (1<sup>st</sup>)  
1927 rebuilt  
0-8-0  
Great Northern C-2 #862  
May 1939 scrapped  
AAT, KJB

4043 November 1901 2-8-0 20x32-55  
Great Northern F-6 #1111 (1<sup>st</sup>)  
1927 rebuilt  
0-8-0  
Great Northern C-2 #864  
January 1950 scrapped  
AAT, KJB

4044 November 1901 2-8-0 20x32-55  
Great Northern F-6 #1112 (1<sup>st</sup>)  
1927 rebuilt  
0-8-0  
Great Northern C-2 #865  
May 1939 scrapped  
AAT, KJB

4045 November 1901 2-8-0 20x32-55  
Great Northern F-6 #1113 (1<sup>st</sup>)  
1925 rebuilt  
0-8-0  
Great Northern C-2 #853  
January 1947 scrapped  
AAT, KJB

4046 November 1901 2-8-0 20x32-55  
Great Northern F-6 #1114 (1<sup>st</sup>)  
1925 rebuilt  
0-8-0  
Great Northern C-2 #854  
March 1952 scrapped  
AAT, KJB

4047 November 1901 2-8-0 20x32-55  
Great Northern F-6 #1115 (1<sup>st</sup>)  
1925 rebuilt  
0-8-0  
Great Northern C-2 #850  
October 1941 scrapped  
AAT, KJB

4048 November 1901 2-8-0 20x32-55  
Great Northern F-6 #1116 (1<sup>st</sup>)  
1926 rebuilt  
0-8-0  
Great Northern C-2 #859  
October 1952 scrapped  
AAT, KJB

4049 November 1901 2-8-0 20x32-55  
Great Northern F-6 #1117 (1<sup>st</sup>)  
1927 rebuilt  
0-8-0  
Great Northern C-2 #867  
May 1939 scrapped  
AAT, KJB

4050 November 1901 2-8-0 20x32-55  
Great Northern F-6 #1118 (1<sup>st</sup>)  
1925 rebuilt  
0-8-0  
Great Northern C-2 #851  
00/1941 scrapped  
AAT, KJB

4051 November 1901 2-8-0 20x32-55  
Great Northern F-6 #1119 (1<sup>st</sup>)  
1927 rebuilt  
0-8-0  
Great Northern C-2 #861  
April 1953 scrapped  
AAT, KJB

4052 November 1901 2-8-0 20x32-55  
Great Northern F-6 #1120 (1<sup>st</sup>)  
1927 rebuilt  
0-8-0  
Great Northern C-2 #866  
April 1947 scrapped  
AAT, KJB

4053 November 1901 2-8-0 20x32-55  
Great Northern F-6 #1121 (1<sup>st</sup>)  
1925 rebuilt  
0-8-0  
Great Northern C-2 #857  
January 1947 scrapped  
AAT, KJB

4054 November 1901 2-8-0 20x32-55  
Great Northern F-6 #1122 (1<sup>st</sup>)  
1925 rebuilt  
0-8-0  
Great Northern C-2 #855  
October 1951 scrapped  
AAT, KJB

4055 November 1901 2-8-0 20x32-55  
Great Northern F-6 #1123 (1<sup>st</sup>)  
1927 rebuilt  
0-8-0  
Great Northern C-2 #863  
May 1952 scrapped  
AAT, KJB

4056 November 1901 2-8-0 20x32-55  
Great Northern F-6 #1124 (1<sup>st</sup>)  
1925 rebuilt  
0-8-0  
Great Northern C-2 #856  
January 1950 scrapped  
AAT, KJB

4057 December 1901 2-8-0 20x32-55  
Great Northern F-6 #1125 (1<sup>st</sup>)  
1926 rebuilt  
0-8-0  
Great Northern C-2 #858  
May 1939 retired from service  
AAT, KJB

4058 December 1901 2-8-0 20x32-55  
Great Northern F-6 #1126 (1<sup>st</sup>)  
1925 rebuilt  
0-8-0  
Great Northern C-2 #852  
April 1948 scrapped  
AAT, KJB

4059 December 1901 2-8-0 20x32-55  
Great Northern F-6 #1127 (1<sup>st</sup>)  
1928 rebuilt  
0-8-0  
Great Northern C-2 #869  
March 1948 scrapped  
AAT, KJB

4060 December 1901 2-8-0 20x32-55  
Great Northern F-6 #1128  
00/1926 rebuilt 0-8-0 C-2  
Great Northern C-2 #860 (1<sup>st</sup>)  
January 1947 sold as scrap to Paper Calmenson & Company  
AAT, KJB

4061 December 1901 2-8-0 20x32-55  
Great Northern F-6 #1129  
00/1927 rebuilt 0-8-0  
Great Northern C-2 #868 (1<sup>st</sup>)  
March 1947 sold as scrap to Paper Calmenson & Company  
AAT, KJB

4062 December 1901 2-8-0 21x30-63  
Lake Shore & Michigan Southern B-2b #780  
1905 sold to New York Central (Lake Shore & Michigan Southern) G-43b  
#5780 (1<sup>st</sup>)  
January 1925 sold to Ferguson & Allan Company  
00/1927 sold to Eagle Lake & West Branch #2  
sold to Irving Pulp & Paper Limited  
sold to State of Maine  
stored at Tramway on Eagle Lake, 55 miles Northwest of Millinocket  
AAT, BAX

4063 December 1901 2-8-0 21x30-63  
Lake Shore & Michigan Southern B-2b #781  
1905 sold to New York Central (Lake Shore & Michigan Southern) G-43B  
#5781 (1<sup>st</sup>)  
April 1925 sold to General Equipment Company  
sold to Cin. Indy & Western #326  
00/1927 sold to Baltimore & Ohio E-44 #438 (3<sup>rd</sup>)  
00/1928 retired from service  
AAT, BAX

4064 December 1901 2-8-0 21x30-63  
Lake Shore & Michigan Southern B-2b #782  
1905 sold to New York Central (Lake Shore & Michigan Southern) G-43b  
#5782 (1<sup>st</sup>)  
December 1923 scrapped  
AAT, BAX

4065 December 1901 2-8-0 21x30-63  
Lake Shore & Michigan Southern B-2b #783  
1905 sold to New York Central (Lake Shore & Michigan Southern) G-43b  
#5783 (1<sup>st</sup>)  
August 1923 sold to Wheeling & Lake Erie H-7 #3573  
August 1930 retired from service  
May 1931 scrapped  
AAT, BAX

4066 December 1901 2-8-0 21x30-63  
Lake Shore & Michigan Southern B-2b #784  
1905 sold to New York Central (Lake Shore & Michigan Southern) G-43b  
#5784 (1<sup>st</sup>)  
August 1923 sold to Wheeling & Lake Erie H-7 #3578  
February 1929 retired from service  
July 1929 scrapped  
AAT, BAX

4067 1901 2-8-0  
Lake Shore & Michigan Southern #785  
1905 to New York Central (Lake Shore & Michigan Southern) G-43b  
#5785 (1<sup>st</sup>)  
September 1934 scrapped  
BAX

4068 1901 2-8-0  
Lake Shore & Michigan Southern #786  
1905 to New York Central (Lake Shore & Michigan Southern) G-43b  
#5786 (1<sup>st</sup>)  
November 1923 scrapped  
BAX

4069 1901 2-8-0  
Lake Shore & Michigan Southern #787  
1905 to New York Central (Lake Shore & Michigan Southern) G-43b  
#5787 (1<sup>st</sup>)  
August 1923 sold to Wheeling & Lake Erie #3574  
BAX

4070 1901 2-8-0  
Lake Shore & Michigan Southern #788  
1905 to New York Central (Lake Shore & Michigan Southern) G-43b  
#5788 (1<sup>st</sup>)  
December 1925 scrapped  
BAX

4071 1901 2-8-0  
Lake Shore & Michigan Southern #789  
1905 to New York Central (Lake Shore & Michigan Southern) G-43b  
#5789 (1<sup>st</sup>)  
October 1929 scrapped  
BAX

4072 1901 2-8-0  
Lake Shore & Michigan Southern #790  
1905 to New York Central (Lake Shore & Michigan Southern) G-43b  
#5790 (1<sup>st</sup>)  
November 1923 scrapped  
BAX

4073 1901 2-8-0  
Lake Shore & Michigan Southern #5791  
1905 to New York Central (Lake Shore & Michigan Southern) G-43b  
#5791 (1<sup>st</sup>)  
August 1923 sold to Wheeling & Lake Erie #3580  
BAX

4074 1901 2-8-0  
Lake Shore & Michigan Southern #792  
1905 to New York Central (Lake Shore & Michigan Southern) G-43b  
#5792 (1<sup>st</sup>)  
December 1924 scrapped  
BAX

4075 1901 2-8-0  
Lake Shore & Michigan Southern #793  
1905 to New York Central (Lake Shore & Michigan Southern) G-43b  
#5793 (1<sup>st</sup>)  
November 1923 sold to Saint Louis & Hannibal  
BAX

4076 1901 2-8-0  
Lake Shore & Michigan Southern #794  
1905 to New York Central (Lake Shore & Michigan Southern) G-43b  
#5794 (1<sup>st</sup>)  
July 1929 scrapped  
BAX

4077 1901 2-8-0  
Lake Shore & Michigan Southern #795  
1905 to New York Central (Lake Shore & Michigan Southern) G-43b  
#5795 (1<sup>st</sup>)  
October 1926 scrapped  
BAX

4078 1901 2-8-0  
Lake Shore & Michigan Southern #796  
1905 to New York Central (Lake Shore & Michigan Southern) G-43b  
#5796 (1<sup>st</sup>)  
December 1923 sold to Saint Louis & Hannibal  
BAX

4079 1901 2-8-0  
Lake Shore & Michigan Southern #797  
1905 to New York Central (Lake Shore & Michigan Southern) G-43b  
#5797 (1<sup>st</sup>)  
December 1925 scrapped  
BAX

4080 1901 2-8-0  
Lake Shore & Michigan Southern #798  
1905 to New York Central (Lake Shore & Michigan Southern) G-43b  
#5798 (1<sup>st</sup>)  
November 1923 sold to Saint Louis & Hannibal  
R97

4081 1901 2-8-0  
Lake Shore & Michigan Southern #799  
1905 to New York Central (Lake Shore & Michigan Southern) G-43b  
#5799 (1<sup>st</sup>)  
August 1929 scrapped  
BAX

4082 1901 2-8-0  
Lake Shore & Michigan Southern #800  
1905 to New York Central (Lake Shore & Michigan Southern) G-43b  
#5800 (1<sup>st</sup>)  
October 1923 sold to Saint Louis & Hannibal  
BAX

4083 1901 2-8-0  
Lake Shore & Michigan Southern #801  
1905 to New York Central (Lake Shore & Michigan Southern) G-43b  
#5801 (1<sup>st</sup>)  
April 1925 sold to General Equipment Company  
BAX

4084 1901 2-8-0  
Lake Shore & Michigan Southern #802  
1905 to New York Central (Lake Shore & Michigan Southern) G-43b  
#5802 (1<sup>st</sup>)  
July 1929 scrapped  
BAX

4085 1901 2-8-0  
Lake Shore & Michigan Southern #803  
1905 to New York Central (Lake Shore & Michigan Southern) G-43b  
#5803 (1<sup>st</sup>)  
1923 sold to Saint Louis & Hannibal  
BAX

4086 1901 2-8-0  
Lake Shore & Michigan Southern #804  
1905 to New York Central (Lake Shore & Michigan Southern) G-43b  
#5804 (1<sup>st</sup>)  
1936 to New York Central (Lake Shore & Michigan Southern) G-43b  
#1103 (3<sup>rd</sup>)  
September 1949 scrapped  
BAX

4087 1901 2-8-0  
Lake Shore & Michigan Southern #805  
1905 to New York Central (Lake Shore & Michigan Southern) G-43b  
#5805 (1<sup>st</sup>)  
November 1929 scrapped  
BAX

4088 1901 2-8-0  
Lake Shore & Michigan Southern #806  
1905 to New York Central (Lake Shore & Michigan Southern) G-43b  
#5806 (1<sup>st</sup>)  
1936 to New York Central (Lake Shore & Michigan Southern) G-43b  
#1104 (3<sup>rd</sup>)  
August 1949 scrapped  
BAX

4089 1901 2-8-0  
Lake Shore & Michigan Southern #807  
1905 to New York Central (Lake Shore & Michigan Southern) G-43b  
#5807 (1<sup>st</sup>)  
August 1923 sold to Wheeling & Lake Erie #3575  
BAX

4090 1901 2-8-0  
Lake Shore & Michigan Southern #808  
1905 to New York Central (Lake Shore & Michigan Southern) G-43b  
#5808 (1<sup>st</sup>)  
August 1923 sold to Wheeling & Lake Erie #3579  
BAX

4091 1901 2-8-0  
Lake Shore & Michigan Southern #809  
1905 to New York Central (Lake Shore & Michigan Southern) G-43b  
#5809 (1<sup>st</sup>)  
December 1923 scrapped  
BAX

4112 February 1902 2-8-0 19x28-62  
New York, Chicago & Saint Louis N #126  
00/1910 to #407  
August 1920 rebuilt 0-6-0 B-9  
New York, Chicago & Saint Louis B-9 #107 (3<sup>rd</sup>)  
00/1944 retired from service  
May 1945 scrapped  
AAT



4113 February 1902 2-8-0 19x28-62  
 New York, Chicago & Saint Louis N #127  
 00/1910 to #408  
 June 1920 rebuilt 0-6-0 B-9  
 New York, Chicago & Saint Louis B-9 #108 (3<sup>rd</sup>)  
 April 1932 retired from service  
 June 1933 scrapped  
 AAT

4114 February 1902 2-8-0 19x28-62  
 New York, Chicago & Saint Louis N #128  
 00/1910 to #409  
 May 1921 rebuilt 0-6-0  
 New York, Chicago & Saint Louis #109 (3<sup>rd</sup>)  
 AAT

41834 00/1907 2-8-0  
 rebuilt  
 2-8-2  
 #6708  
 1936 to New York Central H-5o #1635 (2<sup>nd</sup>)  
 1947 to #1550  
 BAX

41840 1907 2-8-0  
 New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) G-5t  
 #6714 (1<sup>st</sup>)  
 February 1915 rebuilt  
 2-8-2  
 New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) H-5o  
 #6714 (1<sup>st</sup>)  
 December 1925 to P&E #6714  
 1936 to New York Central #1641  
 BAX

41841 1907 2-8-0  
 New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) G-5t  
 #6715 (1<sup>st</sup>)  
 December 1913 rebuilt  
 2-8-2  
 New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) H-5L  
 #6715 (1<sup>st</sup>)  
 1936 to New York Central #1642  
 BAX

43853 October 1907 2-6-2 Standard gauge 21x28-63" 104½T Order B-1129  
 Chicago, Milwaukee & Saint Paul K-1 #1900  
 AHY

43854 September 1907 2-6-2 Standard gauge 21x28-63" 104½T Order B-1129  
 Chicago, Milwaukee & Saint Paul K-1 #1901  
 AHY

43855 September 1907 2-6-2 Standard gauge 21x28-63" 104½T Order B-1129  
 Chicago, Milwaukee & Saint Paul K-1 #1902  
 AHY

43856 September 1907 2-6-2 Standard gauge 21x28-63" 104½T Order B-1129  
 Chicago, Milwaukee & Saint Paul K-1 #1903  
 AHY

43857 September 1907 2-6-2 Standard gauge 21x28-63" 104½T Order B-1129  
 Chicago, Milwaukee & Saint Paul K-1 #1904  
 AHY

43858 September 1907 2-6-2 Standard gauge 21x28-63" 104½T Order B-1129  
 Chicago, Milwaukee & Saint Paul K-1 #1905  
 AHY

43859 September 1907 2-6-2 Standard gauge 21x28-63" 104½T Order B-1129  
 Chicago, Milwaukee & Saint Paul K-1 #1906  
 AHY

43860 September 1907 2-6-2 Standard gauge 21x28-63" 104½T Order  
B-1129  
Chicago, Milwaukee & Saint Paul K-1 #1907  
AHY

43861 September 1907 2-6-2 Standard gauge 21x28-63" 104½T Order  
B-1129  
Chicago, Milwaukee & Saint Paul K-1 #1908  
AHY

43862 September 1907 2-6-2 Standard gauge 21x28-63" 104½T Order  
B-1129  
Chicago, Milwaukee & Saint Paul K-1 #1909  
AHY

43863 September 1907 2-6-2 Standard gauge 21x28-63" 104½T Order  
B-1129  
Chicago, Milwaukee & Saint Paul K-1 #1910  
AHY

43864 September 1907 2-6-2 Standard gauge 21x28-63" 104½T Order  
B-1129  
Chicago, Milwaukee & Saint Paul K-1 #1911  
AHY

43865 September 1907 2-6-2 Standard gauge 21x28-63" 104½T Order  
B-1129  
Chicago, Milwaukee & Saint Paul K-1 #1912  
AHY

43866 September 1907 2-6-2 Standard gauge 21x28-63" 104½T Order  
B-1129  
Chicago, Milwaukee & Saint Paul K-1 #1913  
AHY

43867 September 1907 2-6-2 Standard gauge 21x28-63" 104½T Order  
B-1129  
Chicago, Milwaukee & Saint Paul K-1 #1914  
AHY

43868 September 1907 2-6-2 Standard gauge 21x28-63" 104½T Order  
B-1129  
Chicago, Milwaukee & Saint Paul K-1 #1915  
AHY

43869 September 1907 2-6-2 Standard gauge 21x28-63" 104½T Order  
B-1129  
Chicago, Milwaukee & Saint Paul K-1 #1916  
AHY

43870 September 1907 2-6-2 Standard gauge 21x28-63" 104½T Order  
B-1129  
Chicago, Milwaukee & Saint Paul K-1 #1917  
AHY

43871 September 1907 2-6-2 Standard gauge 21x28-63" 104½T Order  
B-1129  
Chicago, Milwaukee & Saint Paul K-1 #1918  
AHY

55132 1915 4-6-0  
Watertown & Sioux Falls #16  
January 1922 to Great Northern Railway E-2 #910 (1<sup>st</sup>)  
March 1949 sold as scrap to Paper Calmenson & Company  
KJB

55226 1915 2-8-0 22x28-51" 199,000  
Toledo Terminal #34  
R97

63479 Brooks Works July 1922  
0-6-0  
Chicago & North Western Railway M-2 #2133  
August 18, 1922 delivered

64454 September 1923 2-8-2  
Chicago & North Western Railway J #2702  
September 24, 1923 delivered

64456 September 1923 2-8-2  
Chicago & North Western J #2704  
September 29, 1923 delivered  
January 1955 in service  
CNW

64458 September 1923 2-8-2  
Chicago & North Western J #2706  
September 28, 1923 delivered  
by January 1955 off roster  
CNW

64460 September 1923 2-8-2  
Chicago & North Western J #2708  
September 29, 1923 delivered  
by January 1955 off roster  
CNW

References:

AHY

BAX

CNW

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If you find this information of value, please share it!

Monetary donations accepted and appreciated. Check or money order  
may be mailed to:

David P. Fuller  
525 Madison Avenue  
Lodi, WI 53555-1116